RAILROAD

EBRUARY 1975

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RAILROAD MAGAZINE

Vol. 97, No. 4 FEBRUARY, 1975

Adventurous Railroading and Rail Hobbies—Founded 1906

ONE DOLLAR

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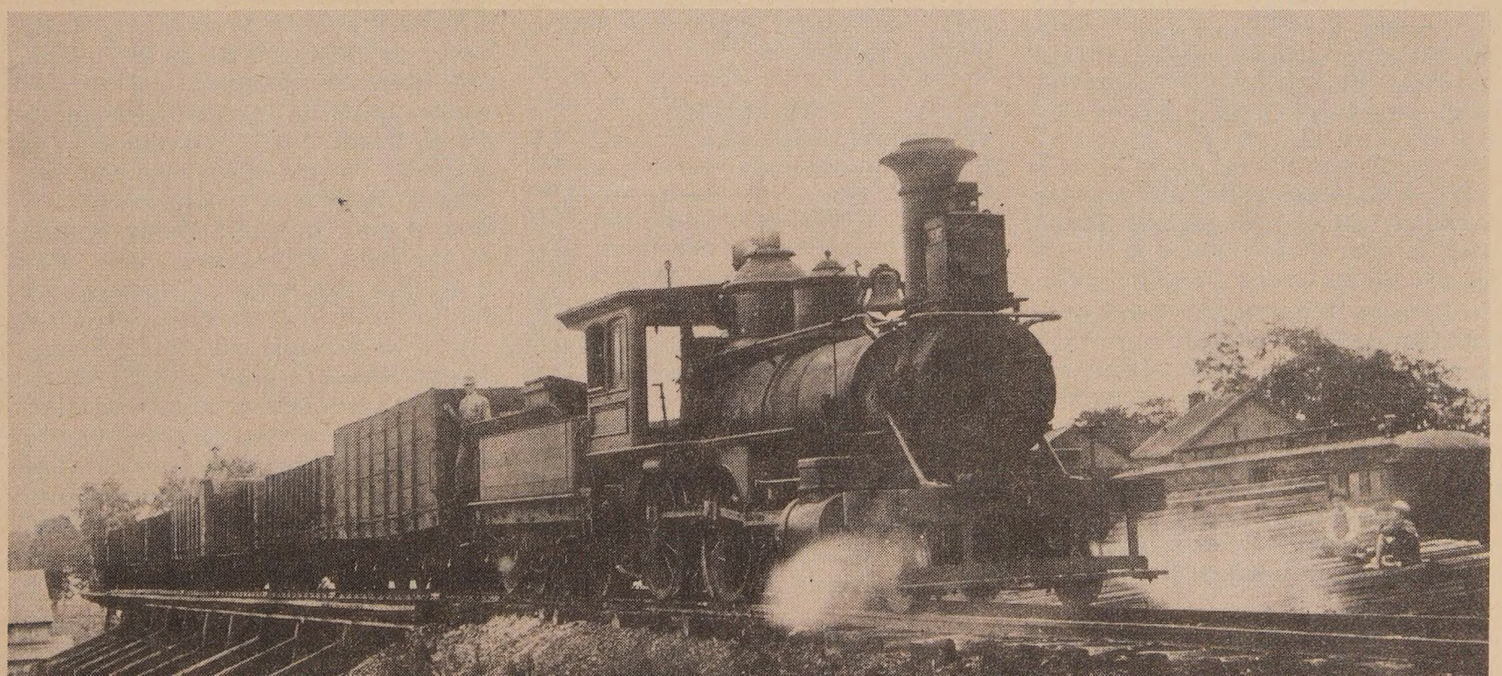
Strasburg's 935 (below) was sister to the famous 929, a racing beauty with a private stall. Both PRR.



THE MAIL CAR

where editors and readers meet

OUR COVER shows a mixed train on the standard-gage California Western, which runs 40 miles between Fort Bragg on the Pacific Coast to Willits, Calif., where it makes a freight connection with the Southern Pacific. The engine is 2-8-2 No. 45 (Baldwin, 1924). Photo was made by Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205.

Our Monthly Newscast

A SEGMENT of the bankrupt Rock Island may become part of the Santa Fe system under terms of a merger announced by the ICC. The Union Pacific is authorized to acquire most of the RI by merger, while the Santa Fe is permitted to buy the RI trackage between Amarillo, Texas, and Memphis, Tennessee. The RI mileage in Oklahoma would be sold to Southern Pacific.

AFTER completing a $1 million modernization of carferry No. 10, Chessie System has resumed the ferrying of railroad freight cars across the St. Clair River between Port Huron, Mich., and Sarnia, Ontario. The vessel's huge propellors and bridge were removed and she was converted to a 498-foot barge. Pushing her is a 98-foot power unit with three 900-hp diesel outboard engines at the stern. Before being drydocked in October, she burned coal. Crossing the river takes a half-hour. Carferry No. 10's 385 feet of tracks can carry a total of 24 freight cars.

WITH a noticeable trend toward nationalization of regulated industries in the U.S., "there is much doubt whether or not our political institutions can make the hard decisions necessary to change that trend," warns John P. Fishwick, president and chief executive officer at the Norfolk & Western Railway, listing his own and electric utilities as the leading candidates for nationalization.

"If we destroy the equity and credit of our regulated industries," he says, "we must be prepared to find that they are no longer able to maintain their properties and provide service."

A PRELIMINARY report on rail reorganization, long awaited and recently released, offers no new clues on which branch lines will be included in a restructured Northeast and Midwest railroad system. This document is the U.S. Railway Association's annual report to President Ford and Congress. It lays out the system that the Federal agency says it will use to make those decisions.

Using information developed from such sources as shippers, railroads, state agencies, consultant reports, and staff research, the Association says it is evaluating about 700 sections of branch and secondary lines comprising about 10,000 miles of track to determine their viability.

Of those 700 segments, the ones to be recommended to Congress for inclusion in the new Consolidated Rail Corporation (ConRail) system will fall into these three categories:

(1) Lines that appear able in the long run, to support themselves with traffic.

(2) Lines that appear to be viable in the short run but not necessarily in the long run.

(3) Lines that are not now economically viable but appear likely to become viable if projections of growth in traffic are realized. ●

OVER twenty U.S. railroads have reported a derailment rate of more than double the national average of nine per million train-miles. Some have exceeded 45 derailments per million train-miles. "These are the danger spots," warns the *Locomotive Engineer.* To learn how your favorite carrier ranks, consult the first of the new statistical reports from the Federal Railroad Administration, as follows:

EASTERN DISTRICT

Akron, Canton & Youngstown	2.74
Ann Arbor	14.29
Baltimore & Ohio	13.41
Bangor & Aroostook	12.59
Bessemer & Lake Erie	8.90
Boston & Maine	16.29
Central of New Jersey	10.69
Central Vermont	15.09
Chesapeake & Ohio	13.08
Chicago & Eastern Illinois	13.13
Delaware & Hudson	19.54
Detroit & Toledo Shore Line	12.05
Detroit, Toldeo & Ironton	18.02
Elgin, Joliet & Eastern	26.30
Erie Lackawanna	10.88
Grand Trunk Western	10.16
Illinois Terminal	28.10
Lehigh Valley	24.08
Long Island	0.88
Maine Central	17.37
Missouri Illinois	3.33
Monongahela	26.14
Norfolk & Western	3.20
Penn Central	4.74
Pennsylvania-Reading Seashore	6.02
Pittsburgh & Lake Erie	48.85
Reading	13.49
Richmond, Fredericksburg & Potomac	2.63
Western Maryland	25.04

SOUTHERN DISTRICT

Alabama Great Southern	4.63
Central of Georgia	5.48
Cincinnati, New Orleans & Texas Pacific	3.17
Clinchfield	24.19
Florida East Coast	3.08
Georgia	3.83
Georgia Southern & Florida	6.90
Illinois Central Gulf	9.87
Louisville & Nashville	14.55
Norfolk Southern	36.70
Seaboard Coast Line	8.26
Southern	9.36

WESTERN DISTRICT

Atchison, Topeka & Santa Fe	3.88
Burlington Northern	6.91
Chicago & North Western	21.99
Chicago, Milwaukee, St. Paul & Pacific	13.02
Chicago, Rock Island & Pacific	39.13
Colorado & Southern	8.22
Denver & Rio Grande Western	2.17
Duluth, Missabe & Iron Range	15.92
Duluth, Winnipeg & Pacific	1.64
Fort Worth & Denver	11.58
Green Bay & Western	2.34
Kansas City Southern	39.60
Lake Superior & Ishpeming	28.74
Missouri-Kansas-Texas	36.40
Missouri - Pacific	5.67
Northwestern Pacific	1.76
St. Louis-San Francisco	9.29
St. Louis Southwestern	2.09
Soo Line	13.27
Southern Pacific	3.12
Texas & Pacific	3.70
Texas Mexican	3.48
Toledo, Peoria & Western	7.95
Union Pacific	2.67
Western Pacific	6.98

Setouts and Pickups

RICHARD ADAMS' account of the Walter S. Main Circus train wreck in 1893 at Tyrone, Pa., (Nov. '74 *Railroad*) prompts me to give some additional facts on the subject. Penn Central has abandoned the trackage where this accident occurred. Rails and ties have been removed and the right-of-way is used by hunters and snowmobiles. The day after the wreck, a tiger which had escaped from the circus attacked a cow in a barnyard of the Friday family about a half a mile away. Aunt Annie Friday, who was milking the cow at the time, screamed and fled in terror. Later, the tiger was hunted down and killed. Twenty-two years ago, my wife and I bought a former schoolhouse named for the Walter Main Circus from the

Friday family. It is now our summer home. While excavating at that time, we found many bones of circus animals on our property. In 1954, the tiger's skull turned up and was displayed at Tyrone's centennial celebration.. Today you can see two or three trees that were permanently damaged by giraffes which were tethered to them just after the wreck.—Kenneth M. Logan, M.D., 130 Cornell Ave, Pittsburgh, Pa. 15229.

YOU ASKED if anyone could supply details on the photo entitled "Between Trains" in Oct. '74 issue, page 25. I think it was taken on the Southern Pacific station platform at Third and Townsend streets, San Francisco and the train was a first section of one from southern California and the porters were waiting for the second section to arrive. Years ago, the SP used Pacific type locos for its commuter trains that ran between San Francisco terminal and various towns along the peninsula, including the *Del Monte,* which ran to Pacific Beach, near Monterey. Later the road used 4-8-2's and 4-8-4's and still later Fairbanks-Morse 0-6-6-0 diesel-electrics, now being supplanted by EMD SDP-40's—John D. Wilson, Rte. 7, Bainbridge Island, Wash. 98110.

UNDER our Nov. '74 photo of a Plasser-Theurer rail-detector car we asked, "Is it foreign-made?" Says O.W. Brooks, Box 187, Emporia, Pa. 15834: "Yes, built in Belgium."

NEW JERSEY'S first railroad, the Camden & Amboy, became known as the "Pea Line" when it added freight cars for farm produce to its passenger trains from Camden to New York. The road's shipping business began with the occasional addition of two cars for produce in 1838. But two years later, the C&A was making daily trips with as many as 16 cars loaded with peas, peaches, potatoes, and other produce from the Garden State. The line became part of the Pennsy's freight line in 1870 and is now Penn Central. ●

PC Is Training Engineers

FOR THE FIRST time since its bankruptcy in 1970, in addition to training enginemen, Penn Central is actively seeking college graduates to fill supervisory and middle management jobs. Recruiters are concentrating their efforts at Northeast and Midwest colleges and universities, thus reviving a program that PC and its predecessors followed for many years to provide a steady infusion of new, youthful talent. Candidates are being sought for the departments of engineering, transportation, sales and marketing, finance and accounting, systems development, and maintenance of equipment. Engineering includes track, structures, communications, and signals.

Meanwhile, Penn Central has set up four schools for enginemen, one of them being in its Conway Yards. Back in Casey Jones's day, engine crews got their training in the cabs of the chugging steamers. The current class of 12 firemen at Conway meets six days a week and covers all aspects of running locomotives, from driving to trouble-shooting.

A major reason for the new program at Conway, newest of the PC engineer-training facilities, is the elimination of about 3,000 firemen—the job titles, not the jobs themselves—according to program director Donald Hoernig.

Firemen are now required to become engineers as quickly as class space permits. This is an inviting prospect since the average engineer's salary is $21,000 per year, compared with the average fireman's $18,000. The engineer's median salary is sometimes even higher. The big difference is in the overtime potential an engineer has.

The old way for a fireman to become an engineer depended on a combination of his observation skills and good luck. There were no formal classes and little structure in the way in which engineers were trained. It was a matter of the fireman's observing his engineer and managing to be taken under his wing. Then, when the engineer felt his "pupil" was ready, he'd allow him to practice handling the controls occasionally.

The prospective engineer in the old days of the railroad had to pass a series of brief, oral examinations. A passing grade would mean a promotion. Failure simply left him a fireman.

Under Penn Central's new system, classroom attendance for trainees is mandatory. After the student completes his five weeks in school, he spends six to eight more in on-the-job training, followed by another three weeks learning the characteristics of the specific stretch of railroad he will be assigned to such as locations of the line's signals and grades.

With this method, a student gets two chances to pass his final exam. If he fails both times, he is fired. Of 225 would-be enginemen who have taken the final to date, only ten failed on their second attempt, which is a rather good record.

The idea of setting up schools began because of a shortage of qualified engineers. Program participants are selected according to seniority within geographic regions needing engineers the most. Senior firemen located in these areas are ordered to report to engineer-training classes when a previous class graduates and space permits.

The 4,000 firemen now employed by Penn Central will be trimmed to 1,050 by attrition, the remainder replacing engineers who are retired or soon will be. The program was implemented under the terms of the railroad's training and manning agreement. This contract went into effect in July, 1972, and can be amended only through processes provided by the Railway Labor Act.

Penn Central's first training school for engineers opened in Wilmington, Del., last summer. In addition to Conway and Wilmington, the railroad has classes at yards in Cleveland, Ohio, and New Haven, Conn., and plans a fifth for Detroit this spring. ●

The Personality Parade

ONE of the two female tower operators on the Erie Lackawanna, 22-year-old Joan N. Collins of Watkins Glen, N.Y., works alone at the top of the Fifth Street signal tower in Elmira, N.Y. She expedites the safe and efficient passage of all trains between Southport and Elmira Heights. The other EL tower-girl holds a similar job in Hammond, Indiana. Joan is a fourth-generation railroader. She also has a brother working in the EL diesel shop at Hornell, N.Y., while an uncle was a dining-car superintendent. The girl began railroading in 1973 as the agent in Watkins Glen, was "bumped" for that spot, and filled several other agency jobs before bidding in as tower operator. She works the third trick, 11 p.m. to 7 a.m.

DONALD WIEDNER, a history professor and railroad buff at Temple University, Philadelphia, began last fall to teach a course on American railroad history. About a year ago, in a faculty discussion of new approaches to teaching history, he realized that such a course might interest his students. Departmental approval by his colleagues came quickly, so he went into action. This

is the first such course ever offered at Temple, although universities elsewhere have given them.

A FORMER Canadian National employe, Jean-Michel Leclercq, now living at Residence Bellevue de Plan, 01220 Divonne les Bains, France, who is a contributor to *La Vie du Rail, Railroad Magazine,* and other periodicals, needs a copy of Jan. '74 *Railroad Magazine,* even a damaged one, to fill a gap in his collection. Since we have no available copy of that issue ourselves, we hope some reader will come to his rescue. Who can dig up a January issue?

THANKYOU for publishing "A Boomer's Diary," by James B. Relyea, in your Octorber issue," writes Bill Kerr, 11195 San Lucas Dr., Loma Linda, Calif. 92354. "I liked it especially because I knew all the places he mentions and have ridden many of the lines. Relyea is so right about what a mean hogger's use of the Johnson bar could do to a green fireman."

"A BOOMER'S DIARY" is delightful. You sure picked a gem. Relyea shows rare skill in recapturing the flavor of railroading's palmy days. *Railroad* gets better all the time. It's well worth whatever price is necessary to meet today's inflation. I'd rather do without a couple of extra gallons of gasoline, if necessary to buy your latest issue, and stay home to enjoy its pages.—E.J. Quinby, 30 Blackburn Rd., Summit, N.J. 07901.

RAILROADERS, active or retired, who have worked during any part of the transition from steam to diesel (approx. 1935-'55) are asked to contact Gerard J. Grzyb, 805 J. Hartwell Drive, P.O. Box 363, Savoy, Illinois 61874.

"If you live within 250 miles of Chicago," he writes, "I'd like to interview you or, no matter where you live, start a written correspondence. My purpose is to find out how engine or train crew men especially, but others also, felt about the change in motive power and to commit their thoughts to the pages of history. I will pay the costs of correspondence, phone calls, and travel. I will visit you; all you have to do is be willing to talk.

"I'd also like to hear from anybody knowing the whereabouts of written reminiscences of the motive power change, whether in employe magazines, union publications, or other periodicals or books. I am the sole financial support of this project, a railfan with a deep respect for the 'men who make the trains go.' So that history will not forget them, I hope to publish the results of the survey in popular book form. Real names will be used only if the interviewee is willing." ●

ANOTHER author seeking information is Joseph H. Smith, Manor House of Madison, Madison, Wis. 53715, who is writing a book of dramatic railroad episodes for children. He wants facts on the fast run of New York Central 999, also suggestions for other exciting railroad incidents (not wrecks) to include in his book.

AN EPITAPH chiseled on the tombstone of an engineer who is sleeping out eternity in a graveyard at Alton, Illinois, comes to us from Frederick Schneider of Reno, Nevada, who found it in an 1870 issue of *Harper's Magazine.* Maybe some reader can supply details.

My engine now is cold and still,
No water does my boiler fill;
My coke affords its flame no more;
My days of usefulness are o'er;
My wheels deny their noted speed,
No more my guiding hand they heed;
My whistle it has lost its tone,
Its shrill and thrilling sound is gone;
My valves are now thrown open wide;
My flanges all refuse to guide;
My clacks, alas! though once so strong,
Refuse their aid in the busy throng.
No more I feel each urging breath,
My steam is now condensed in death,
Life's railway o'er, each station past,
In death I'm stopped, and rest at last. ●

A Boomer Brass Pounder

MY DAD was a boomer telegraph operator during the 1880s and '90s, beginning with the Central Iowa at Excelsior on June 4, 1894, the day before his 17th birthday. In those days if you were a brass pounder you could always get a job. Dad worked on many railroads in North Dakota, Missouri, Texas, and in-between states. Like Jim Relyea ("A Boomer's Diary," Oct. 74), he kept a record of his movements. I have that record today in a small black book and most of his old service letters.

My father worked at a time when all Western railroads were single-track and when, on mainlines, telegraph offices located every few miles had to be kept open continuously for train-order purposes. In some places, there wasn't even a small village adjacent to the telegraph office; so the railroads provided living quarters for their day and night men. Usually this was an old boxcar body converted for housekeeping. Operators worked two shifts of 12 hours each.

Illumination at night in the telegraph office consisted of one or two coal-oil lamps plus a lantern with a white globe and one with a red globe, both kept on the floor for emergency use. Dad told me that one cold night in a lonely station a band of Indians filed into the waiting room. As no trains were due at that time he was apprehensive as to what they were up to, but all they wanted was to huddle around the base-burner stove to get warm. He said, too, that while he was located at this station the cry of a mountain lion sounded like a woman wailing or screaming. He shivered whenever he heard it.

While working a day trick in North Dakota he had a room in a little two-story hotel nearby. One midnight he heard a commotion on the street. looking out, he saw a mob carrying shotguns, lanterns, and a coil of rope. They entered the hotel with the sound of heavy boots clomping stairs and burst into his room. One of them thrust a lantern up to his face and snarled, "This ain't the son of a bitch," whereupon they all departed noisily. Dad never did learn whom the mob was looking for nor what happened to him.

I have my father's tissue copy of a train order he took when working for the Union Pacific at Point of Rocks, Wyoming. Addressed to C&E (the conductor and engineer) of train 648 on Sept. 15, 1890, received at 2:35 a.m., it was written in the beautiful swinging style of telegrapher's script and said:

"Extra West Eng 714 will meet Spl east Eng 648 at Black Buttes and has right of track to Point of Rocks against 1/22 No 8 will wait at Point of Rocks until 345 am for Extra West 714."

As this was a "31" order, the conductor had to go to the telegraph office and sign for it. Conductor Daugherty signed for X-645 and conductor Shaw signed for 1/22, meaning the first section of train 22. The flimsy was marked "com" (complete) at 2:26 a.m. for Daugherty and 3:47 for Shaw. It was signed "Mahoney" in hand-printing that was backhand because the usual practice of an operator was to send over the wire with his right hand while writing the "com" with his left.

Dad told me of a cornfield meet caused by a train crew misinterpreting one of his orders. He kept his copy of the order in case someone should claim at the investi-

gation that he hadn't received the order correctly.

On another occasion he was working for the Denver & Rio Grande at a little station in western Colorado. A one-car special train arrived with the corpulent general manager in his business car. This august personage entered the office and said, "Get Denver on the wire and see if there are any messages for me."

Dad called the general office. The op who responded turned out to be someone my father had worked with. Dad had never met the man but recognized his style of sending over the wire. So my father sent in the Morse code, "His Royal Giblets is here and wants to know if you have anything for him." The answer came back, "Tell Old Big Belly we haven't anything."

Before Dad could relay this message orally in polite English, the G.M. said, "Much obliged," and walked out. Having been a telegrapher himself in his younger years, the brass collar didn't need to have the Morse interpreted for him, nor did he seem to resent the language it used.

Most of Dad's service letters read: "Resigned—service satisfactory," but one of them stated, "Discharged for using abusive language to a dispatcher." My father was hotheaded and had a low boiling point. This discharge didn't really bother him. A few days later he had a new job on a different road. A railroad in need of operators could afford to overlook such an incident that had occurred on another pike. The unpardonable sin, of course, was to have one's record soiled with "Discharged for violation of Rule G," the rule which forbade the use of liquor while on duty.

In the late 1890s, while slinging Morse for the Santa Fe at Quenemo, Dad met the girl who later became my mother and began courting her. About this time he was promoted to the job of station agent. They were married Dec. 12, 1899, and Dad's roving days were over, although he subsequently had three transfers with promotions. At the time of his death in 1933 he was joint freight agent for the Santa Fe and the Rock Island at Atcheson, Kansas.

Changing the subject: the rescue of a calf entangled in barbed wire on the Northwestern Pacific between San Rafael and Eureka, Calif., mentioned in your October issue, reminds me of the time I traversed that interesting scenic route. Train Nos. 3 and 4 became a day train some time between April 1955 and Aug. '57, and by June '60 it had been cut back to operate only between Santa Rosa and Eureka. Six years ago I rode it again, but it then ran only between Willits (the halfway point) and Eureka, as a tri-weekly. Since Amtrak, the line has had no passenger service.

My Colorado Midland letter in your October issue produced two long-distance calls, one in Chicago and the other in Concordia, Missouri, both wanting to buy my collection. One offered $200 for my 1892 employes' timetable, but I don't want to sell.—Edward Mahoney 5418 Ellsworth Ave., Dallas, Texas 75206. ●

Trailing Behind a Mule

SEVENTY years ago, the Southern had the reputation of being the most individualistic railroad in the world, or so I thought. I believed

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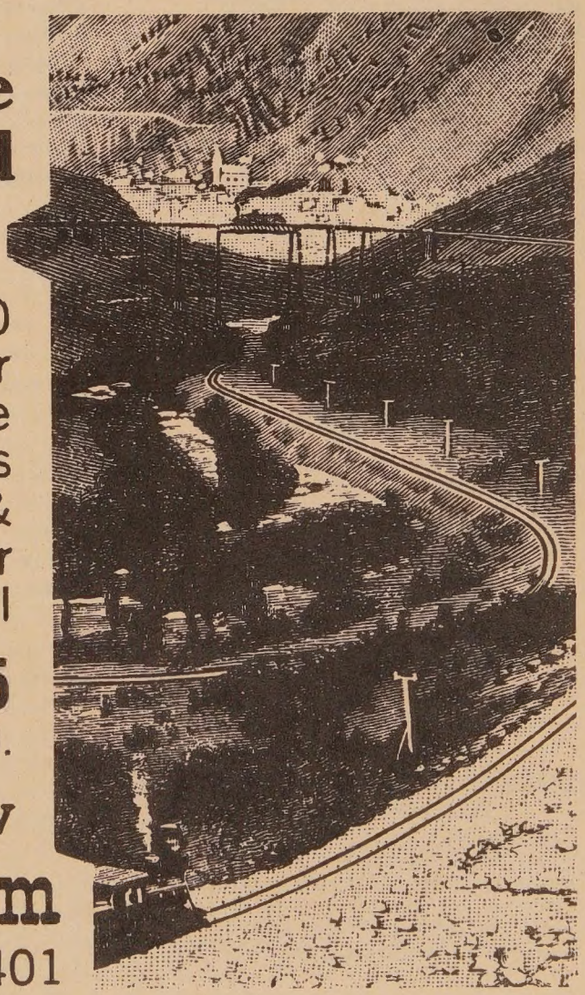

it sat up nights figuring out ways to make its trains late and actually resented any occurence, not of its own contriving, that delayed them. I was a passenger on one such occasion. We were chugging along as fast as the engineer dared go, which wasn't very fast because the track through that rugged country between Knoxville and Jellico, Tenn., was one sharp curve after another. Although there were only three cars, you could look out a window, and could see the engine and anything that might be on the track ahead—and, of course, get an eyefull of cinders.

As we chugged along, I was sitting next to a drummer (traveling salesman) cussing the smoke, cinders, and heat; and he was telling me about the business he was after in Jellico and how he hoped we wouldn't be late. About this time the train slowed, the whistle tooted, the train stopped, then picked up, but slowly—then stopped again, picked up again, slowly, jerkily—tooting all the while. That was nothing new. A cow on the track, or maybe a horse or a pig. Neither the drummer nor I bothered to take a look-see.

But when these irregularities persisted, I stuck my head out the window. And there on the track ahead was a half-grown mule. He'd walk ahead of the engine a few paces, maybe trot, then stop, turn his head, and look back at the engine bearing down upon him, and I swear he'd laugh. He'd trot alongside the track, just to tease the hogger into trying to pass him; then he'd shift back onto the rails just in time to halt the train.

Sometimes the mule wouldn't budge until the brakeman jumped down and went after him. After that he'd trot ahead just fast enough to keep from being outflanked. Sometimes the brakeman threw rocks. Thereupon the critter would gallop ahead out of range. Then he'd stop and look back to see if his act was duly appreciated.

Soon we passengers were shifting from one side of the coach to the other to watch the show, enjoying it along with the mule—that is, all but the drummer enjoyed it. Pretty soon we came to a tunnel. That little son-of-a-jackass didn't hesitate at all. He barged right on in. The brakeman followed and soon came out, leading his prey by one ear, which he held onto until he shooed the mule off down the steep bank beside the track.

Finally, we pulled into Jellico an hour and 18 minutes late, with everybody in good spirits. The drummer said that if the mule hadn't made the train late, the Southern would have figured out some other form of delay, which mightn't have been any fun at all.—Dean Parmalee, 3841 Poinciana Ave., Miami, Fla. 33133. ●

A Ghostly Train of Cars

THE NEED for building a railroad museum on eastern Long Island is backed by *Newsday*, a daily paper that covers the island. This museum would house "Fourteen relics of the Long Island Rail Road. A ghostly train once filled with grumpy commuters, fidgety children, drowsy factory workers or dozing soldiers, or animated city-bound shoppers and seaside-bound vacationers. Cars now stand on an East End siding, their windows shattered, their walls filled with urban graffiti. A museum of railroading that may soon run out of track."

These ancient cars were once destined for restortation. Back in 1969, the Long Island-Sunrise Trail Chapter of NRHS persuaded the Metropolitan Transportation Authority to have the LIRR select a group of cars for preservation. As the railroad had bought modern Budd electric equipment, it culled those 14 old ones that the NRHS members deemed worth saving for a possible railroad museum. To begin with, car No. 200, the first LIRR doubledecker of its kind, circa 1938, was pulled out and "Do Not Scrap" was stenciled on its side.

Thirteen other cars likewise were set aside to be saved. The LIRR moved them all to an abandoned siding in Babylon. There they stayed two years, suffering from vandalism despite the zealous care of the railway historians, who raised funds to salvage seats and to hammer on wooden sheets to protect windows.

Although the local railfans have now raised and invested $1,300 in their efforts to protect the cars, estimates of what is still needed range from $150,000 to restore the cars, to $400,000 to get a museum in operation.

When a shopping center developer began complaining that the railroad was keeping "a collection of junk" parked next to his property, the railroad moved the cars to the Long Island City freight yards. There, they became an ideal target for graffiti artists and window breakers.

The railroad then began looking for another place to store its collection and had apparently found one in September 1973, when the Grumman Aerospace Corp. and the U.S. Navy agreed to let the LIRR park the cars on a siding in Calverton on property leased by Grumman from the Navy. The NRHS members were especially buoyed by that site, an out-of-the-way place, relatively safe from vandals.

The cars at first were parked outside the company's security fence. But there too, they became sitting ducks, and so they were temporarily moved inside the fence.

Last summer, the Navy and Grum-

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man asked the LIRR to remove the train from the Calverton facility by Sept. 30th. "We're running an aerospace company, and not a storage yard for old trains," said a Grumman spokesman. He added that Grumman was sympathetic to the society's interest in old cars, but is not anxious to continue storing them there.

When the rail buffs heard about the ultimatum, Rod Dirkes of West Islip, president of the local chapter, appealed to two local congressmen whereupon the train received a stay of execution. On Sept. 27th a letter signed by Rear Admiral R. F. Jortberg, director of the Navy's shore facilities programming division, announced the good news. The Secretary of the Navy had countermanded a previous order for a September 30th deadline.

"I can readily appreciate your concern for the preservation of the 14 railway cars," Jortberg wrote, "and hope your organization can successfully make such disposition as will result in retaining them as a part of the American heritage."

Just recently, the train was moved off the Grumman property to another siding in Calverton to make way for a delivery of fertilizer. It's uncertain what will happen next.

Among the prime movers for a museum to house those cars is Ron Ziel of Bridgehampton, N.Y. Ron is a steam photographer, a railbook author, one of our *Interesting Railfans,* and a founder of the local NRHS chapter. His dream is that someday the 14 cars could be pulled by a steam locomotive on excursions around Long Island. But beyond the steam excursion train is a desire to set up a railroad museum in Greenport, on the island. The problem is finding the money to finance the dream. ●

Canada Heard From

THINKING back to more than 48 years ago, when I was a young Canadian Pacific fireman, I recall a luminous spring morning when I'd been called for an Extra West freight. Our engine was one of the 3200's, a Mother Hubbard type, not popular with the crews because of their being poor steamers and having uncomfortable cabs. Seats for the hogger and fireman were located beside the boiler. The firebox was long and narrow, making it hard for you to sprinkle coal on the far end. I put in some tough runs with those engines.

On that particular morning I showed up early, had checked up on everything, and was waiting for the hogger. We were due to pull out at 9 a.m., but when my watch said 8:45 he still hadn't come. To save time, the head brakeman got me to run the engine over to couple onto our drag. Still no sign of the engineer!

At 9 o'clock the locomotive foreman walked up to the cab to say that I'd have to take over the hogger's job, since no other man was available for the right-hand side, and he'd give me a wiper from the roundhouse to wield the scoop. That was quite an assignment for me, with only three months' experience shoveling coal. But I knew the road and done some throttle-pulling, so I felt sure I could handle it. I had just been given the highball and was releasing the brakes when my hogger, plainly intoxicated, came stumbling up to the engine. He was soaking wet and didn't seem to be in any shape to tame the throttle. But he climbed into the cab, told the wiper he wasn't needed any more, and then he took over the throttle.

"Been out all night at a party," he told me thickly, "but I'm not too drunk to work."

Well, he made the run fairly well, but he must have had a helluva time doing it. The incident reminds me of a hogger who used to carry a bottle of his favorite beverage with him in the cab. After a run, during which he consumed the whole bottle, he'd sometimes walk right out of the cab, without using the steps, and almost miraculously hit the ground without being injured. It must be true that Providence watches over drunks and fools.—Bert Lanning, 717 Pandora Ave., Victoria, B.C., Canada, V8W INQ.

POOLING their locomotives between Chicago and Montreal, CP Rail and Chessie System have set up a new run-through freight service linking the two cities. Besides Quebec Province and the U.S. Midwest markets, the daily trains serve as a major bridge route between other key rail services—Atlantic Canada and New England in the East and the Chicago area, southern U.S., and the Southwest.

Those freights from Canada carry mostly forest products. Rapid service is good for everybody. The faster traffic moves, the quicker cars are turned around, resulting in a higher level of rolling stock use. For this service, CP Rail has built two new 125-car sidings at the Windsor Gateway. Toronto and Detroit are the only two major pick-up and drop points along the 1,000-mile route.

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THE OLDEST living member of the Brotherhood of Railway Carmen is Jesse Longbottom of Victoria, B.C., Canada. Jesse is 90; his present wife is 95, a first cousin. Jesse proudly showed a visitor a gold pin made especially for him, marking his 70 years' membership in the BRC.

"You know," he said, "many people wouldn't believe some of the things that happened in Moose Jaw, Saskatchewan, where I lived and worked as a young man."

"Try me," the visitor said.

"Well, how about this?" Longbottom asked. "I think it was in the mighty cold winter of 1908. Two passenger trains collided about a mile west of town. Luckily, they were going quite slow. But still, it was some time before the heavy equipment got the cars back on the track. I was in the yard when they came in to inspect the damage. I went into one car and there, sitting upright, his pipe still hanging from his mouth. I found an old fellow, frozen stiff and quite dead."

He paused to let it sink in.

"Then, I remember the time a circus train came in from Swift Current. They were having trouble with one car. It kept parting whenever the train stopped and I went to have a look at it. Everything looked OK, but I decided to tie a heavy wire around the coupling just in case. I was about to do this when an elephant stuck his head out of the car and, just like that, uncoupled the car with his trunk. We should have figured this out because, when I took a closer look, I saw that the metal shone like silver. Apparently, he'd been doing this whenever the train stopped and had put quite a polish on it!"

The old-timer leaned forward, grinning happily.

"And do you know how come we got buffalo in Northern Alberta today? I was there in Moose Jaw when a whole trainload of them came in from the States on their way north.

"As I recall it, a Mexican-American named Michael Pablo had rounded up a herd of them and offered to sell them to the U.S. Government. The Yankees didn't want them. So he tried the Canadian Government, which said yes, they'd take them, apparently to preserve the species; and he shipped them up. When the train came through, I saw that a number of wooden slats in the stock cars had been kicked out. We didn't keep that train in Moose Jaw very long."

WILLIAM EUSTACE'S desire for individuality has cost him his $25,000-a-year job and almost his life. The 33-year-old iron worker donned a parachute and crash helmet and leaped off the 1500-foot, unfinished Canadian National Tower in downtown Toronto. On the way down, the former Newfoundlander narrowly missed hitting the tower restaurant and some 118,000-volt wires. And his boss, Jack Whyte, fired him for violation of safety procedures.

Eustace had learned parachuting while in the Canadian armed forces. He said he dove from the Tower because he wanted to be considered an individual, a man who does "his own thing."

TO HELP put out a fire raging in several cars of a 69-car Canadian National freight train derailed at Thibaudea, 100 miles south of Winnipeg, Man., a water-bombing aircraft flew to the spot. About 20 cars containing aviation fuel, sulphur, grain, cement, and machinery had gone off the tracks. The aviation fuel burst into flames, setting the sulphur ablaze.

CANADIAN NATIONAL has begun operation of Canada's first two-way solid trains, in which single trains will carry two different bulk commodities in a continuous cycle uniting Saskatchewan, British Columbia, and Alberta. In the unique operation, trains hauling potash from mines in Saskatchewan will, after being unloaded at West Coast terminals, be reloaded with phosphate rock for delivery to Esso Chemical's fertilizer plant at Beamer, Alberta.

Up till now, most potash trains returned empty from the West Coast, while cars in phosphate-rock service ran empty in a westerly direction. The new two-way service assures a continuous and even cycle for all shippers and consignees and, at the same time, virtually doubles the effective utilization of the cars.

On Overseas Rails

SOME of the working wives who live in Bombay, India, have quit their jobs rather than continue to endure the nightmare of fighting their way into overcrowded trains during rush hours. At first the Government-owned railways ignored the demands of women passengers for protection from aggressive and often sex-hungry male commuters. Then the ladies began taking sterner measures. Surrounding the rail administration headquarters, they harangued officials for more than an hour.

"Think of your wives and daughters!" one leader shouted. "How would you feel about them riding rush-hour trains?"

Eventually the brass collars decreed that every suburban train should have at least one, sometimes two, coaches exclusively for women. But men rudely invaded the ladies' coaches. Then followed dozens of fights between male and female commuters. Using whatever was available, umbrellas, handbags, even hairpins, the women ejected male intruders from coaches meant for their exclusive use. The trains now have a policeman assigned to each ladies' coach.

Fire sweeping through a crowded passenger train in northern India killed 42 persons. Thirty-five others were in critical condition with severe burns. Passengers leaped from the moving train, the *Upper India Express* when explosions occurred and were killed in the fall to the track. Preliminary reports indicated it was caused by a box of fireworks belonging to a passenger.

EUROPEAN railroads are popular with tourists from other countries. More than one million cut-rate Eurailpasses have been sold throughout the world since their 1959 debut—and 90 percent of them were bought in North America. Six Eurailpasses of various time lengths

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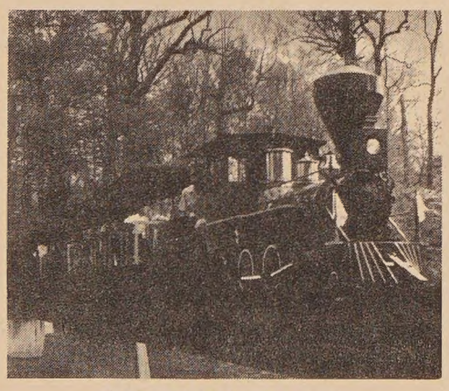

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NORWEGIAN State Railways will again run their famous *Troll Train* between Oslo and Bergen, one of Europe's most scenic rail journeys, daily from June 1st to August 24th. It stops for an hour for lunch at Finse, elevation 4200 feet. ●

Railroading in Britain

BRITISH RAIL'S new class 87 locomotives, designed specifically for the electrified Euston-Glasgow line, are in trouble. Due to their light weight (less than 90 tons), their wheel arrangement (two 4-wheel bogies, known as a Bo-Bo), and lack of adhesion, they are slipping to a standstill on the upgrades when a slight dew happens to be on the rails. Some of the British Rail electric locomotives are suffering from that same condition.

To combat this problem, BR is running two container locos coupled together on their freightliner services, each loco weighing about 1000 tons when loaded. However, because not all the electric locos (except the class 87's) can be coupled in multiple for handling by one driver (engineer), many have to be coupled in tandem, with a driver on each loco and the train-braking system under control of the driver on the leading engine.

Passenger services, under right condition, are doing all right with a single loco; but if dew or frost settles during the night, problems arise. Another loco has to give assistance. The implications of this are quite simple. It is uneconomic to use two locomotives and two drivers working one train. What is required is a 12-wheel electric loco (Co-Co), instead of the eight-wheeled Bo-Bo, to give greater adhesion. Twelve-wheeled *diesel* locomotives are not beset by this problem. British Rail is a bit late looking into the matter.—Dennis J. Flood, 8 Frost St., Edge Hill, Liverpool 17 OEL, England.

"IF STUDENTS can 'streak' so can I," an unemployed laborer told magistrates after he had run naked across the station concourse of Leeds City, England. He was fined £12. ●

Ghost Story

THERE was a wreck on the Western branch
At the heel of the Devil's Stair;
I've heard 'twas caused by an avalanche,
And a brakeman perished there.
He perished there by a rock or a wheel,
And his wraith was riven free,
But he comes each night, as we pass the heel,
To walk on the cars with me.

Let the night be fair, or extremely damp
And tinged with the tang of rain,
He heaves in sight with a lighted lamp,
And he clambers aboard the train.
And he tells me tales of forgotten times,
Of the days before my day,
Of the times before a vaunted war—
Which war, I cannot say.

His name was Crouse, and he was a Moose,
An Elk, and a B. R. T.;
He could play a mouth harp fast and loose,
And he plays it now, for me.
And he clamors for tidings of Mrs. Crouse,
But I have no heart to say
That she's married the boss of the engine house,
And is getting exceedingly gray.

So we walk and talk till the glint of the dawn
Comes, chasing the stars away;
Then my friend unloads with a leap, and is gone
When the train pulls into the day.
There was a wreck at the Devil's Stair
On the mountainous Western line;
And the ghost of the man who perished there
Is a personal pal of mine!

—J. E. Aldrich

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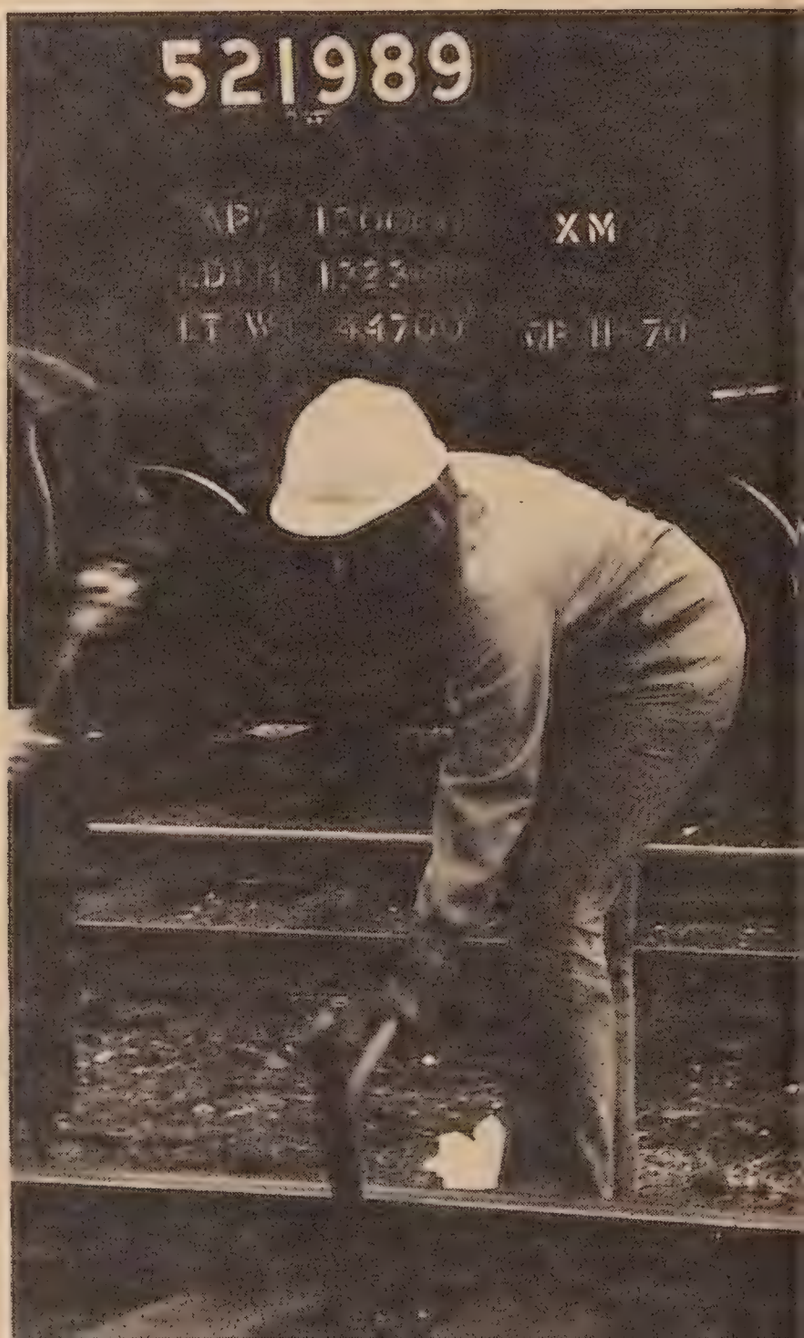
Canadian National Girls

Maria Lodge, Canadian National's first female lawyer in office in Winnipeg.

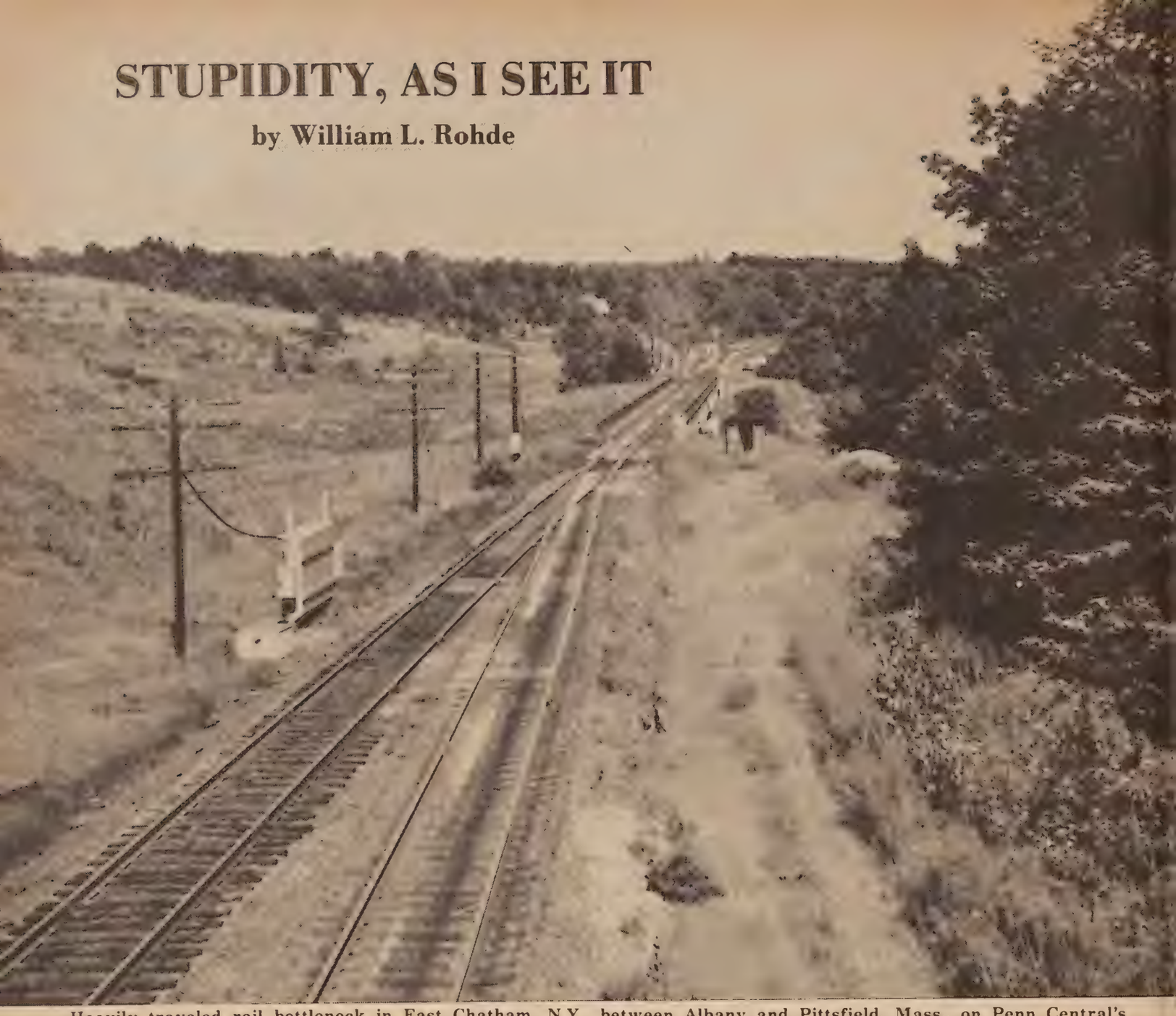
Seventeen-year-old Janet Wice of Hornepayne, Ont., daughter of a CN loco engineer, employed in summer of 1974 by CN as the first female gandy dancer in nation's history. Canadian National Railways photographs



What would an old boomer say if he saw Gloria Tomicki cranking the hand-brake of a boxcar in CN's Symington yard, Winnipeg, Man.? One of the queens of the Prairie Region wanted to work for the CN because her dad, Stanley Tomicki, is a veteran warehouseman in the East Yard freight sheds. She is probably the forerunner of many future brake-girls.

STUPIDITY, AS I SEE IT

by William L. Rohde



Heavily traveled rail bottleneck in East Chatham, N.Y., between Albany and Pittsfield, Mass., on Penn Central's eastbound grade. Looking down disputed trackage is single-line crossing over 4-lane Thruway. Both photographs by the author

The Big Squeeze

THIS is not a gantlet. It is a little piece of single track with a spring switch at each end. Underneath the single track, just beyond the small cabin, is the New York State Thruway—four lanes and a wide divider.

This interesting bottleneck is in East Chatham, N.Y., between Albany and Pittsfield on the eastbound grade. It is a valuable Penn Central (ex Boston & Albany) link between New England and the west. With the Hoosac Tunnel single-tracked and tumbling in, and the Poughkeepsie Bridge across the Hudson out of service, it is the main east-west route.

Every day sees east-and westbound freights stopped, stalled, and stumbling. A dispatcher dare not gamble on letting a heavy eastbound up the grade if a westbound is within striking distance. The cost in fuel, wages, and equipment tie-up is enormous. Wintertime service to the spring switches and the all-year need for occasional operators-on-the-spot add to the price. It is estimated that since this insane single-track choke was inserted into the mainline, in 1957, it has cost the railroad $7 million!

There is plenty of room for the double-track mainline to have been retained over the highway. The cost would have been under $80,000. So much for management and engineering! The so-called experts, the men of "judgment," the no-nonsense iconoclasts approved this bottleneck.

Lower-level management men wanted the double track retained. . .no switches, no stops, no delays, no snow troubles, no special operators or section work. Enginemen and trainmen and operators damned the decision and discussed it until the controversy—resentment, actually—shook the neighborhood. R. Whitney, ex-agent at Chatham, told me that the local railroaders wanted to send a petition to management and the highway engineers, pointing out the ridiculousness of the spring-

switch choke point. They didn't do so because many railroaders would not "put their names on paper."

One bit of propaganda drew laughter, a statement that a new CTC system would make the bottleneck "just part of the mainline." This may be the silliest and most costly route decision ever made. When you see those long, heavy eastbounds stopped and blocking each other out of Selkirk, you know this is a beaut! No doubt the decision would have been different if the men on the engines, in the buggies, and from the towers and dispatchers' desks had been invited to tell their opinions. Or would that have been too logical?

Arrogance and Action

Just a few months ago the above scene was part of an 11-mile section of well-ballasted track between Rensselaer and Schodack, N.Y., just east of Albany. It was and is a vital link in the Albany-Boston route. Now Amtrak must replace the line at a cost of $2.3 million in order to reinstate Chicago-Boston service. Alternate routes are long, time-consuming, and segmented.

Who ripped off the 11 miles? Allegedly Jervis Langdon, Jr., Penn Central president had "got permission from friends" atop Amtrak to tear up the rails, which were needed elsewhere. We cannot find out where, or to whom the ties were sold. Rarely have we seen a right-of-way rip-up move so promptly. It may have been planned just prior to the gasoline shortage rip-off, in order to prevent reinstatement of east-west service. Then the rush of rail passenger business due to the fuel shortage surprised Langdon and his friends.

This action bolsters our contention that the sensible economic move for U.S. railroads is prompt nationalization at liquidation prices. The public would then gain a national asset—but the move should be made before the plants are ruined any further. In my opinion, our economic system as we know it has run its course, and it would be nice for those of us who are interested in railroads to see them lead a logical change. We must find the path to where the national good, public welfare, and the future of every individual receive more weight in decision-making than private greed.

This was once locale of well-ballasted track between Rensselaer and Schodack, N.Y., east of Albany on vital route to Boston, Mass.

The change is inevitable. Our banking and corporate structures are staggering under financial contradictions. Other industries will soon stumble toward nationalization (Lockheed, PanAm, Grumman, the cattle business are taking the first steps). It would be delightful to see our rail network make the first moves forward.

We are not suggesting an imitation of the socialist world economies, or semi-national such as the British. By studying their experience we should come up with an American Commonwealth, which would be something better. Incidentally—the Rensselaer rip-up was opposed at lower management levels. But who listens to workers?

Nickel Plate Road 755, long on display at Conneaut Chapter, NRHS railroad museum, Conneaut, Ohio, had been picked with sister loco NKP 763, to haul the nation-wide tour of the American Freedom train in 1975-'76. Building in rear of tender was old New York Central station, now housing railroadiana. Laurence H. Austin, 808 Aetna Drive, Ellwood City, Pa. 16117

PHOTOGRAPHS OF THE MONTH

Yvonne Yahnke, blonde Swedish-American poet and artist, likes to wonder through railroad yards such as this one of the Escanaba & Lake Superior at Wells, Mich., where discarded Milwaukee equipment is rusting in the weeds. Car is the *Coon Rapids* from the once famous train *Hiawatha.*

Robert F. Yahnke, 1305 N. Sherman Ave., Madison, Wis. 53704

Gas-turbines on the Continental Divide. Union Pacific 60, just in from Ogden, being serviced at Green River, Wyoming, in 1950s.

Photo by Lester C. Harlow

Passenger-hauling 2-10-2 crosses bridge on way from Salta to San Antonio, Argentina, Aug. 1972.
Photograph by John West

Pert Becki Calvert admires some of Southern Railway's diesels that had just arrived at Charlotte, N.C., with *The Piedmont* on Nov. 25, 1973. Train 6 makes the run between Atlanta, Georgia, and Washington, D.C.

Photograph by William T. Morgan

Norwegian National Tourist Office

Cafeteria service on the Norwegian State Railways is similar to some American trains.

As a result of editor Freeman Hubbard's visit to Casey Jones's almost-forgotten grave (seen here) in Mt. Calvary Cemetary, Jackson, Tenn., in 1944, Lucius Beebe erected the handsome granite monument now replacing this very old and weather-beaten small wooden cross.

Pittsburgh & Shawmut engineer hooks on ex-Reading 2102 to a Steam Tours, Inc. train at Kittanning, Pa., in Oct.'74.

Ray Lakofsky, 4975 River Rd., Perry, Ohio

2102
T-1

In 1934, some 4,000,000 miles ago, this first of Penn Central's legendary Class GG-1 electric locos went into service hauling passenger trains between New York City and Wilmington, Dela. On its 40th anniversary, No. 4800 was still rolling—pulling freight trains over PC's electrified eastern seaboard lines. The 4800 differs from the 138 other GG-1 engines that followed its success only in its riveted body shell. All the others were built with welded construction to provide a smoothly molded appearance. This prototype was built by Baldwin and fitted with General Electric equipment. The next 14 were built by GE at Erie, Pa., and 124 more came from the Pennsy's Juniata shop at Altoona, Pa., with the last group delivered in time to haul WW 2 loads. Presently, 30 of the GG-1's are owned by Amtrak. Of the remaining 78, 41 are assigned by Penn Central to passenger and 37 to freight service. Penn Central photo

Colorado & Southern brakie eases locomotive up to elderly wooden caboose at Leadville, Colo., in July, 1971.
Photograph by Robert L. Hogan

Canadian Pacific built the extra crossarm shown at top of this telegraph pole just to hold the nest of ospreys (fish hawks) that come back here each spring. Scene is on the mainline west of Banff, Alberta. Trainmen on *The Canadian* point it out to dome-car passengers. The unusual shot, hours in preparation, was made by CP special photographer Nicholas Morant, one of our magazine's *Interesting Railfans.*

MOUNTAIN TIME

another Eddie Sand Story by

HARRY BEDWELL

Harry Bedwell, the SP agent at Chatsworth, California, in 1951.
Photograph by H.L. Kelso

HOPING for sudden wealth, young Mel Hatch had made a rash investment in a patented fire extinguisher that left him broke. All of his better clothing was in pawn, including the new blue suit he wore only when on the drift or when calling on his girls, one at a time, blonde or brunette or maybe a redhead as the mood demanded.

Because he now appeared more like a tramp than a skilled trainman, his financial loss also resulted in unemployment for a long while thereafter—during which time he had to tighten his belt at lean meal times and take what comfort he could from his vision of becoming a rootin' tootin' boomer, first-class. Besides being food-hungry, Mel was also woman-hungry.

In this extremity, he'd been compelled to go braking on the Monte Short Line, which loops and burrows along the higher ledges of the Rocky Mountains and is a very rugged outfit to work for. On his tenth payday. Mel took two days off and the wad he had saved, and came down from the High Divide to Denver, bent upon refurnishing his wardrobe and visiting a woman.

In those times, the standard habiliments of a railroader on the drift included a navy blue suit and a thousand-miler, which is a black sateen shirt good for a thousand miles of travel before being sent to the laundry. Mel intended to journey out into a new and delightful world. He had learned the hard way that if he wasn't all decked out to specifications, no conductor would consider him eligible for the amenities of the high iron. In which case, he either walked or paid cash for a ticket.

The young trainman hoped to edge into the league of smoke-cured boomers who annually sought the milder climes when winter threatened. Come fall, these drifters quit their jobs in less temperate zones and flocked south with the birds, seeking the sun. It was an ambitious project. Those hard-bitten pilgrims had a tight organization, hard to crack. Between them they could starve a novice by conniving together to keep his name off the runboards. You had to have a sponsor and a reputation before they'd accept you.

Mel had lately been engaged in some gaudy affairs. Right now he had a brass collar's ears pinned back. But all this had occurred on the little old Monte up there in the recesses of the continental jawbone and no notoriety had yet come of it. Not a word of his achievements had been circulated among the pilgrims where it would do him the most good. He had the price of the necessary garments and enough besides for eating money, friendly drinks, and a night with a woman of the town; but he lacked repute. In Denver he'd circulate and try to improve his fame.

His encounter with Hank Wheeler seemed fortunate—at first. Mel came upon him in a Denver freight yard. Hank was a rambling boomer trainman from all over the map. A hand-sewed, smoke-cured pilgrim with a very lurid reputation. Just the one to sponsor Mel Hatch with the drifters if he could be persuaded to do so. But Hank was cagey.

Mel had worked with him on a division in the Blue Mountains in Oregon and again out of Salt Lake City long enough for them to become wayfaring acquaintances but in no sense comrades. In fact, there had been discords. Mel had played an impulsive little prank on the boomer and the victim had retaliated. Hank, as Mel now recalled resentfully, had been involved in the debacle of the patented fire extinguisher. But he'd let that ride if Hank would edge him into the southern drift.

He was somewhat astonished when the veteran boomer whooped and pounded him on the back. "Sonny boy." Hank brayed. "I'm as glad to see you as if I'd stuck a nail in my foot. You've sure filled out."

Hank had a tale to tell. He, too, was in a spot. He'd just been fired off the Union Pacific, up there in the bleaker parts of Wyoming, and his luck had since gone from bad to worse. It was almost pathetic. Mel listened warily. Hank was ingenious in the clutches. He would take your eye teeth if he needed them—or just for the hell of it.

Hank said his expulsion from the Upee had been violent. That trainmaster had pawed up the earth. He'd even threatened to prosecute.

"He cussed something scandalous." Hank added in shocked amazement.

Mel listened patiently.

"But the worse item in that episode," the boomer lamented, maneuvering deftly for a touch, "was that I'd only worked a week before it occurred. My time-check didn't cover more than

current obligations, such as room rent and a pie card and mebby a few dimes over. I got me rides with freight skippers, and all the way down I sought employment. But luck was hiding out on me. None of the dingers I encountered needed a brakeman."

This was not unusual. The fiddlefooted often collided with fell circumstances, had to cajole themselves out of many a difficulty. Mel was enjoying Hank's performance and learning from it. A scheme developed in his mind. He prompted Hank to give further details. How come the boomer appeared so low in spirit and physically broken?

"As a fact," Hank played his role lugubriously, "I came here lookin' for an old friend of mine, who was last heard of in these altitudes. He'd finance me, any amount." The voice became plaintive. "That guy wasn't around, but someone else remembered when he was here. He knew another brass pounder who went with a dame that he thought had received a letter from this guy."

Hank's gloom gradually deepened to brooding dispair.

"He hadn't got himself killed, had he?" Mel asked with cautious sympathy.

"Well, no." Hank pondered. "We looked high and low, but we didn't find this brass pounder or the girl. Mebby we searched in the wrong places. That musta been the reason, because as I remember, most of 'em had swinging doors." His grin was fragile and sickly. "Anyways, when I woke up along toward noon today, I had a high fever in my stummick and my tongue felt like burnt leather."

Mel studied the man thoughtfully, and kept working on his plan.

HANK was restless and turbulent, a maurauding rover who had discovered while young that if you didn't take what you wanted, you'd likely do without. He'd been around where the going was tough, and had become so hard that he glittered. True, at the moment he was somewhat battered. His suit didn't have the decisive knife-edge press a boomer likes, while his thousand-miler was a bit dingey. But he was coming back fast, and Mel knew he'd have to move in on the guy before he recovered.

"How come the Upee uncoupled you from that job so quick?" he prodded.

Hank reflected. It was a misinterpretation of the rules as laid down by an unreasonable trainmaster. That dinger'd been fanatical about hoboes riding his trains, and had repeatedly warned his crews to bounce 'em off at sight.

"And then," Mel suggested blandly. "he caught you with a boxcar loaded with tramps from whom you'd already collected four-bits per head?"

It seemed to Hank that the situation was the exact reverse. "I found a bunch of bums crowded in a boxcar on my train, and in strict compliance with the trainmaster's instructions. I ordered 'em to unload." Hank brooded darkly for a second. "There was a dozen of 'em and they told me to go to hell. That many, how was I to toss 'em off? They'd gang up on me."

"Sure enough," Mel agreed. "And then this dinger comes along and catches them on your train. After which, he fires you on suspicion," he speculated piously.

"No-o-o," Hank admitted. "What enraged him most was my methods. First, I took a armload of fusees from the caboose. Then I stood outside the boxcar, lit the fusees one right after another, heaving 'em through the door among the vagrants."

"A-a-a-h!" Mel admired. "Very, very competent."

"The bums unloaded at once to avoid them burning fusees, and you'd think the trainmaster would have been pleased at the way I executed his orders. But not him! You couldn't make him see anything except that the fusees ignited his boxcar and damn near burnt it down to the trucks. Mister, that man was hostile!"

"If that ain't like a dinger!" said Mel.

There was a moment's silence, during which Hank reflected that sympathy was sweet but still Mel wasn't responding the way a good comrade should. "I sure wish," he lamented, "that Eddie Sand had stuck around until I got here."

Mel bent a sharp ear. "Who?"

"Eddie Sand. He's a brass-pounding friend I'm tryin' to catch up with—dad blast him! That drifter never stays put."

Mel stood rigid and didn't breathe. Eddie Sand's delirious escapades were almost legend. He ranged from the L&N in Louisiana to the old OWR&N in the Northwest; from the Southern Pacific to the Boston & Maine—a rubber-tired pilgrim who moved about like a shadowy myth.

Mel's plan crystallized in a brilliant flash. He knew that Eddie Sand often teamed up with Hank Wheeler in some preposterous prank. If Mel could tie up with these two, he'd be set in with the veteran drifters for life.

He'd take Hank back with him to the Monte and show him how he stood there. Hank wouldn't let the exact truth spoil a good story, and if his limber tongue got to wagging about Mel's exploits, it would sure give him a reputation, certified to by an expert. Meanwhile, Eddie Sand would probably show up and make the deal perfect.

WITH great enthusiasm, Mel began to explain the Monte Short Line. "She cuts a thin spiral along the higher ledges of the Divide, taking in supplies to mining camps and hauling out ore," he said adding artfully, "And the trainmaster'd like best to bounce me off a crag. He'd do it, too, except I got a little understanding with the general manager, on account of a favor I done him."

"So?" Hank showed interest. "You got a pull with a brass collar?"

"Somewhat," Mel conceded modestly.

Stubby switch engines snorted and clanged smoke from their stacks climbing straight into the still air. A fast passenger train swept down the main track, rolling southward into the land of sunshine. A freight train crawled out of a siding and blasted away into the low sun.

"I come to town to buy me a blue suit." Mel hinted delicately, "so I suddenly decided to pull the

pin, I'd be equipped to mebby head south for the winter."

"So-o-? You really got that much cash on hand?"

Mel admitted it. "And I'll tell you what I'll do," he offered. "I'm going back to Gloria in the morning. That trainmaster on the Monte needs a stinger about your size, and he'll hire you if he don't know you're a friend of mine. I'll stake you to a pie card till you get a payday."

Hank rebelled. "With winter comin on? Mister, there's too much wind and weather in them altitudes. Let's look around here," he begged, "and see if we can't hire out in decent climate."

"You ain't too delicate to stand a little frost bite," Mel scoffed.

"Yeah, but a boomer workin' in the tempests!" Hank implored. "I'm on my way to California, just as soon now as I wangle grub money. I've got to meet some more fellow-confederates down there where the sun gets up every morning."

Yeah, Mel thought, where the sun gets up every morning! Here, there was a thin edge to the air. Low sunlight filtered through a chill haze and the world was full of frosty, restless echoes. The brown ramparts shouldered into the sky and the high horizon glinted like cold steel. It wouldn't be long before the blizzards came blaring across the heights, trampling snow into the canyons. Places the boomers talked about, down there along the border—Phoenix, Nogales, Tucumcari. They sounded like drumbeats and marching feet.

"Grub," Mel caught himself up firmly, "is what sustains us. You gotta have grub. I'll get us a room and then we'll look up them garments I came to purchase. After which we'll eat and tour the town." He eyed Hank sternly. "But no revelry." he warned. "Just a glance in here and there."

If he went broke on a jamboree, there'd be no alternative but to work the winter out among the storms.

"That goat-path Monte," the boomer moaned, "where the wild winds cut like a cleaver and snow piles up high as a house! That ain't no place to endure. The loan of ten bucks, or even five, ought to sustain me till I line up an easier railroad."

BUT Mel walked off on that and Hank had to follow. The drifter didn't struggle while Mel paid the arrears on his keyster in pawn for a last night's lodging, and took a room for the coming night. He was silent while Mel bought an outfit that would do any pilgrim proud, and silent when they retired to their room so Mel could array himself. But as they came back to the street Hank's haunted eyes sought a pair of swinging doors on the opposite corner and he wondered out loud if one more little drink wouldn't make the world look brighter, and maybe a women after that.

Now that he was all decked out in his new clothes. Mel felt inclined to be indulgent. The two men disappeared through the swinging doors.

It was long past midnight when they emerged, but it seemed to Mel as if they couldn't have been inside more than a few minutes. Mel had forgotten about his need for a woman. The street lights startled him and the sharp air set him back on his heels.

A beanery's windows spashed light on the empty street. They crossed to it as best they could, holding onto each other and shouting directions loudly enough to be heard on the next block. Ham and eggs and apple pie laced with black coffee took the edge off the evening. They climbed to their room as the clock was striking two.

Mel Hatch made a gloomy inventory. "I got just about enough dough left to buy us a slim breakfast."

"A slim one is all I'll require," Hank burped. He took from his keyster an alarm clock the size of a pony truck wheel; Mel remembered from Salt Lake City that it had a bell as noisy as a Chinese gong. Hank wound it and set the alarm for them to make the early morning freight up the mountain. He placed it on the table between the two beds, where the thing ticked in petulant beats and stared at them malevolently.

Mel said sourly, "Don't that Waterbury keep you awake with all the clatter it makes just countin' out the seconds?"

"That's a very companiable clock."

"It looks to me like it's got evil in its heart. Seems it kind of sneers. I'd hate to sleep alone in the room with it."

Hank screwed up his face in a concentrated effort to recall something out of the recent past. "Seems to me you made a very peculiar dicker in timepieces somewheres along this evening."

Mel clapped his hand to his pocket: then, with a sickly grin, dislodged a watch from his pocket. The heavy silver case with quarter-inch thick crystal was more than twice as large as required by standard regulations. Such a watch hadn't been in service since the link-and-pin.

"About as handy to carry in your pocket as a shovel," Hank jeered. "Over in Salt Lake, you had a nice twenty-one, sixteen-size gold ticker that set you back eighty bucks. What happened to it?"

"I turned my gold repeater in at the bar," Mel recollected, "after I'd got to the bottom of my roll. Seems like I received this turnip and ten bucks, which we've already drunk up, in exchange.

He crawled into bed. Hours later, sunlight slid through the open window and laid a wide beam across the two beds. The clock suddenly let go a clangor of wild alarm and jigged toward the edge of the table.

Mel clawed the covers from him. His bleary gaze fixed on the clock raging at him from the table. He drew back. Then he snatched the clock and heaved it through the open window.

THE SIDINGS of Gloria yard come down to the Yellowjacket River, under the shadow of high ridges. The sun gets up late and goes down early, and the brawling of snow-water in the rocky channel runs through the racket the little switchers make. Hank Wheeler came back to the switch shanty to report on his interview with Clinker Ward.

"He first wanted to know was I related by association or blood

ties with any redheaded trainmen. The Clinker must certainly have it in for you. I had to say I'd never seen you before he'd hire me."

Mel sniffed audibly.

Hank elaborated. "He said it was a positive fact that redheaded stingers like you was bad luck and hazardous to property and personnel. You sure must have a drag higher up to keep him from layin' his hands on you."

Mel's version of how he'd sneaked into service when Clinker Ward wasn't looking and had remained under the protection of the General Manager because he'd prevented a bad smashup—an affair in which the G. M. himself had been involved—was one of the exploits he hoped Hank would appreciate and pass along to the pilgrims. Mel related it with jocular trimmings.

That night, Clinker rode Number 72. The mining camps were stocking reserve supplies and sending out all mined ore as precautions against the chance that a blizzard would close the line for months. The trainmaster was out to supervise operations during the rush.

The quick mountain dark had crowded the last of the sunlight from the peaks when the mixed freight, with Engine 710, whistled off. Hank Wheeler opened the switch and climbed into the cab as the train hauled out onto the mainline. Mel Hatch closed the switch when the caboose cleared, and caught the hind end in a dozen swift strides.

The Clinker sat on a cushioned bench in a caboose, a solid lump of a man, hard and weathered like a granite boulder. He gave Mel a grunt that wasn't hospitable.

"We've got cars to peel off from the head end all along the line," he said unpleasantly. "At the first stop, you go forward and ride the engine so you'll be there to help kick the cars out of the train at the second we pause."

"Yeah," Mel protested, "but I'm supposed to be the parlor man on this train."

"We got a new brakeman on the smoky end," the Clinker stated, "and you'll have to show him the road. There's a bunch of ore drags coming out against us tonight, and they're liable to stick us plenty if we don't do a fast job of switching at every point."

"Who's protecting the hind end?"

"The conductor and me'll do the flagging," Clinker said irritably.

Conductor Dodd was so thin and acrid that they said he had to ballast himself with rocks in his pocket when the wind blew hard. He sat hunched over the little desk under a smoky lamp and signified his disapproval of the Clinker's arrangements with a whistling snort.

Mel climbed into the doghouse, his thoughts seething with the knowledge that Clinker was just kicking mud in his eyes, trying to rawhide him out of service. Out in front, the hard beam of the headlight turned stiffly on the curves, feeding along the canyon walls. The bark of the engine's stack funneled through the gorge and the echoes faded out against the stars. A faint glow sprayed intermittently from the cab as the fireman swung open the firebox door and charged the muzzle-loading locomotive with coal.

THE STATION lights of lonely, isolated Carbon against the black walls as Mel climbed out on top of the train. Sharp edges of air slid in around his collar and nipped his ears. Winter was quietly moving down from the north. Saps didn't come any bigger than he was. He'd rigged it fine to join the bloomers and soak up the sun. Then he got to bragging in a bar and tossed away his travel money.

The slack bunched as the train slowed and headed into a siding. Mel hit the ground and walked forward leisurely to meet Hank. They studied the drop list under dim lanterns.

"I'll cut off six," Mel decided, "and you take 'em out on the main. Hand me two and I'll ride 'em into the house. You take the other four up the main and shove 'em in on the mine siding—see that switch light?—and spot 'em at the warehouse."

"Yu-kay," said Hank.

Mel broke the air-hose coupling six cars back and uncoupled. An uneasy thought worked through his mind as he waited for the hogger to respond to his signal. Maybe he should have cuationed Hank to hold onto those four cars with the engine and *not* kick them into the mine siding. But he'd told him to *shove* them in and *spot* them. That meant on anybody's railroad that he shouldn't turn them loose.

The engine with the six cars moved out onto the main track. Mel crossed over and opened the house-track switch. The engine's stack exploded briefly, then died when Hank cut the two hind cars loose and signaled a stop. The two boxcars came at Mel, mumbling grimly, picking up speed too fast.

He ran along the main track to meet them and went up the iron rungs like a squirrel. Then he set a brake and clubbed it tight. He ran back over the running-board as the cars reeled through the switch. After that he set the other brake and twisted it down to the last notch, feeling the grade reach for control of the cars with a savage hand. The grunting brakeshoes stopped the cars at the station platform. Mel went back along the siding and closed the switch.

Lonely lights sprinkled the mining camp. Tired figures moved beyond the dull glow of a saloon window where hard-rock miners were relaxing after a day at the hand drills.

Hank's lantern flashed impatient signals and the engine pulled up, then backed the four cars into the mine siding. Hank was crowding them, showing these mountainers how to do a snappy job of switching. Mel began to wind up inside.

And then Hank's lantern circled in the "kick" signal, and the stack bellowed. Hank flashed a washout and cut the four cars loose. He climbed leisurely to the top. The whine of the rolling wheels ran up to a thin screech as the abrupt downgrade took hold.

TWO CAR-LENGTHS from the main track, the siding dived into a hollow and then leveled off a long a line of warehouses. Beyond the mine build-

ings the rails ended with a bumper of stacked ties. From here the ridge dropped at a sharp angle for a thousand feet.

Hank could see none of this in the darkness. He'd be into that thousand-foot drop before he knew it. Mel bounced. His legs reached and recoiled, but his feet barely dusted the ground. He spraddle-jumped the sidings. He hop-skipped a cinder pile and a rack of new rails. Hank's lantern stayed stationary by the brake wheel of the hind car.

Mel went over a flatcar in a double bounce. His lantern light streaked out like a comet's tail. His heart was hammering in his throat, and it took twice as much of this thin air to fill his lungs. He put more drive into his legs to reach the siding at the point where it leveled off in time to intercept the cars.

On the left, outlined against the stars at a break in the ridges, a trestle showed. It spanned a gulch, and the ground ahead dropped to the bottom from a high bank. He dug in for a short sprint and then threw himself over the edge into space. Going down, he glimpsed something up there trundling along the slippery bridge. It looked like a lone dump-car, which wasn't likely, but he couldn't stop in midair to figure it out.

His leap took him halfway down the bank; he skidded to the bottom in soft earth. Leaving his lantern but holding onto his brake club, he clawed up the opposite side. When he rolled out onto the flat beside the siding there wasn't time for an extra breath before he made his try. The cut of cars was already on top of him, tearing by.

Dust swirled into his face as the headend whiffed past. He couldn't see the iron rungs of the headcar's ladder in the dust and dark; he had to do it blind, and he'd better be precise and exact, or he'd never be in shape to try it again.

Mel reached, his right foot feeling for the stirrup step. It was like mounting a cyclone; the momentum tried to swoop him between the cars and then the car picked him up as if he were a mail sack on a crane, but he could feel the wrench clear down his spine. His legs drove him up the rungs in a quick scamper, and he walked out on top of the careening car.

Spinning the brakewheel, he slipped the club between the spokes. He bunched and braced, with a toe on the catch, and he tied it down good.

The car staggered as the brakeshoes grabbed. It bucked and fought wildly against the sudden restraint. Draft gear clashed when he took another twist on the club to get those last two notches. The speed checked as they took to the level track, but the warehouse was looming up close.

The end of the trestle, overhanging the siding, whipped up close to his left ear. The thing he'd thought might be a dumpcar was hanging over, right out at the very end, ready to unload. Then the whole thing, whatever it was, fell off and lit on top of the third car behind. It rolled over and grabbed and stood up.

Mel kept his eye on it while he toe-danced back to the second car. Meanwhile, Hank Wheeler had come to and was giving the brakes of the last car a good setting-up. Mel set the one on the second car and lit out for the third. But the dumpcar that had fallen off the trestle was at the brake-wheel before him.

Mel stared, bug-eyed. It wasn't a car. It was the Clinker! Even in pitch dark it was impossible not to recognize that hunk of granite. The Clinker put his weight on the brakewheel; the brakeshoes howled, and Mel could hear the grind of sliding wheels.

Hank Wheeler's exultant whoop ricocheted along the ridges. Why, that long-legged pilgrim thought he was having himself a swell joy ride! He didn't know about that thousand feet of empty space at the other end. The sliding wheels took fast hold on the level track.

Mel watched the vague pile of ties come slowly up under the drawhead of the head car, and then the string shuddered to a stop with nothing on the ground.

THE CLINKER wasn't even breathing hard. He'd teetered across that airy, open-faced trestle, dropped onto the rambling boxcar, and tied down a brake with his bare hands tighter than most carhands could do it with a club—and he'd done it all in a hurry. But his voice had the same old grind of gravel in it when he tied into Hank.

"A helluva stinger you are, turning cars loose on a roller coaster!"

Mel cut in. "It was my fault. I failed to tell him to hold onto 'em instead of kicking 'em in."

"That sounds like you," the Clinker stated bitterly. "I sent you to the smoky end specially to show the new carhand the road, and you forgot to do it."

An ore train boomed down the gorge and blasted by, her marker lights fading in the velvet dark. The bow windows of the station cut yellow oblongs in the empty night. The night operator had an ear to the resonator, copying orders. Conductor Dodd and the Clinker stood beside the telegraph table while the op repeated the last order, wrote a clearance, and handed two sets to the conductor.

The hogger came down from his cab to read the orders. The naked flame of his torch leaned far over in a draft of air. Light from the firebox ran across the intent faces. The engineer's slow voice died and he shuffled the orders aimlessly while he discussed their next moves with the skipper.

All of them consulted their watches, checking their reckonings of the time they had against opposing trains. The Clinker caught the considerable bulk of Mel's watch in the faint glow of the trainman's lanterns. He leaned over and peered down.

"What've you got there?" he demanded. "Seems like it'd hamper you just legging it around."

Mel declared hotly: "You can operate the sun, moon, and stars by this timepiece. She's as accurate as they come."

The Clinker stiffened. "You could tell time better by a calendar than by that hunk of lead. Did a watch inspector pass it?"

Mel avoided the question. "She's a regulator," he insisted, "that won't vary one second a month."

"Here, let's all check our watches and see where we stand."

IN A HUDDLE, they compared timepieces. There was more variance by minutes than the rules allowed. None of them was within 90 seconds of the others.

Hank Wheeler blenched. "First thing you know, you're on another train's time and two of 'em can't occupy the same stretch of main iron at the same time without messing theirselves up."

"All of you've got to get your watches inspected and regulated," the Clinker ordered. "Now, set them by mine."

Mel bowed his neck. "Not on your life," he balked. "You set 'em by mine. She's right on the money."

Hank differed anxiously. "With all them ore trains we got to meet, we'd better be right. You know what happens when a train pulls out of a station ahead of time, with another one coming in to meet her and expecting her to abide by the timecard. Let's check by the station clock," he urged.

They moved over to see the big clock through the window, and made another comparison. Mel's watch was within two seconds of the time indicated on the big dial. The Clinker's was farthest off.

"These ops," the Clinker muttered, "don't pay any attention to the time when it comes over the wire. Likely that clock is more off than any of us."

"Then let's get the time from the dispatcher." Hank said. "I'm riding this gallopin' calliope and I'd like to be sure we don't meet something on a curve."

They trailed into the station and the brass pounder flipped his key and sent crisply. "The old regulator is right on it to the second," he reported then.

The Clinker gave Mel a murderous look, "Smart," he said scornfully. "Okay. You ride the engine from here on in, and you keep this new carhand out of trouble. Or else," he added.

Pete let her ramble, keeping an eye on the green dot hung up there in the empty darkness. The yellow glow of depot lights drew in till you could see the night operator in the bow window, bent over the telegraph table, his hand on the key. Suddenly his hand slid to the semaphore lever in a swift gesture. He tripped the catch and the lever fell forward. the green light on the mast above turned red, a peremptory signal for Number 72 to stop. Some train out ahead had fallen down and the dispatcher had to make a quick change in his lineup.

Pete's sunken jaws slashed up and down aggressively. He pushed the throttle against the boilerhead and shoved the brake-valve handle forward. He felt cautiously through the seat of his pants for the reaction of that application of air through the length of the train. He knew it wouldn't be normal, and he was set to correct an error, if possible. There was a prolonged clash of draft gear and the cars tried to leapfrog one another. Number 72 came to a resounding stop.

Pete sighed and shook his head. "I've got a drawbar for sure," he reckoned. "I felt it through my britches. Mebbe more than one."

LANTERNS dropped off the caboose. Dodd, in a rage, went back to flag while the Clinker came forward along the train like a rolling bounder. He stared up at Pete.

"How many did I get?" Pete inquired.

"Two!" the Clinker exploded like a busted air-hose.

"Think of that!" Pete mused.

The night operator lounged out of the station. "I bet myself a buck," he yawned, "that you'd get a pair of lungs when I dropped the board in your face. I told the dispatcher you was right here, but he had a brainstorm."

"You tell him," the Clinker ordered, "that just because he did, we'll have to set out two bad orders right here before we proceed."

"Ho-kay." The op pushed himself away from a telegraph pole. "They's a hay train comin' up behind you close. You goin' to let her by you at this point?"

"Yeah," the Clinker grumbled. "Well clear her to go around us."

They set out the two cars with pulled drawheads and let the hay train go around them. Then they picked up another batch of train orders and followed her out.

"What time you got?" Pete asked Mel. Train orders were a trial to Pete. He took out the wad he had collected since leaving terminal and went through them dubiously. "That hay train just went around us," he said. "She will go to North Slick to meet the next opposing train. Mebby we make the Slick, too, for the same train."

Mel checked the orders. "You won't get any farther than Coaloil," he scoffed, "unless you wind her up more than you have."

"I bet we will make it to Slick," Pete offered. "Four-bits."

Thinking of his empty pockets and emptier stomach, Mel agreed. "I'll go as high as a half-dollar you won't."

"You watch me do it," Pete invited happily.

They tipped over the top of the grade, but Pete didn't ease the throttle. The 710 chuckled as the cars nudged her from behind. They rocked through giddy muleshoe curves, crowding high walls on one side and breathless empty space on the other. They swooped out of a reverse onto a spidery trestle, with starlight glinting on water that seemed a mile down.

The grades leveled off, and the mile board for Coaloil siding came into the beam of the headlight. Pete asked for the time again. He retired into the deeper recesses of his mind and pondered. He nodded blandly and assured himself that he could make North Slick and get into the clear behind the hay train at about the minute the opposing ore train was due there against him. He gave the 710 another hatful of steam to make sure.

The hay train should be heading in at North Slick now, which would give her time to pull down to the other end of the siding and let Number 72 in without delay. Pete jounced contentedly on the cushion. They unwound from a long curve into a straightaway. The hogger suddenly picked up interest in something ahead. His jaws clamped resolutely and his claw-like hand went to the throttle. *(Continued next month.)*

IN SEARCH OF STEAM

Mike Eagleson

FRESH from her successful stay at last year's Spokane, Wash., World's Fair, Union Pacific 8444 will be in the spotlight again when she hauls a Railway Post Office car on the Intermountain Chapter, NRHS, special train round trip from Denver and Greeley, Colo., to Laramie, Wyo., on Febr. 15th.

Also, a special cachet will be issued for the 30th anniversary of the 8444. The loco was built in 1944 and is the UP's last operating steam engine. Collectors may submit their own covers or buy cachets from the chapter. The cost is half a buck each, or four for $1.75. Send small address labels with your orders. Current commemorative stamps will be used on all cachets. Cancellations will run like this: Trip #1, Denver and Greeley to Laramie; Trip #2, Laramie to Denver. The railfan club asks you to specify in your order which trip you want. For further info contact A.D. Mastroguiseppe, NRHS transfer clerk, Box 5181, Terminal Annex, Denver, Colo. 80217.

WANT to buy a narrow-gage railroad? The 6½-mile West Side & Cherry Valley line at Tuolumne in the heart of California's Mother Lode history may be had for $750,000. Included in the package are 340 acres of land and everything on it: a 30-acre lake, the boarded-up Turnback Jct. depot, a gift shop, movie theater, roundhouse, and workshops. Also the railroad's rolling stock: two 55-ton Shay engines, some passenger and logging cars. The WS&CV was described recently in a *Wall Street Journal* ad as "a major tourist attraction with a bright future as a passenger-carrying excursion line."

GOOD news from Michigan. The Detroit & Mackinac has restored a six-wheel Baldwin switcher of the early 1900s. According to Charles A. Pinkerton, Jr., chairman of the board of directors, tentative plans are under way to make a steam-powered train available this year to organizations wishing to contract for excursions along the route.

The engine, decommissioned from service at a limestone quarry in 1969, was bought five years ago from an Alpena scrap dealer. Under the expert guidance of Larry Leslie, Clifford Linten, and members of the D&M shop crew, she has a rebuilt boiler, new valves, running gear and a new wooden cab. Securing her to complement the railroad's antique wooden coaches and other restored rolling stock in the roundhouse museum has been the goal of Charlie Pinkerton. Steel coaches have also been bought and are now being restored in the Tawas, Mich., shop. Thanks to Michigan RR. Club for info.

Smiling Maria Kaminska keeps track of coal distribution sent to and used by 40-odd steam locomotives at Pyskowice in southern Poland. The above engine, ready for the day's run, is a 2-10-0 class TY-45.

Ron Ziel, Box 433, Montauk Hwy., Bridgehampton, N.Y. 11932

THE RETURN of Canadian National 6060 to excursion service this year doesn't appear to be bright. What with a general business turndown bridging both countries and repair work stopped by CNR on the loco, U.S. and Canadian railfan groups may have to hold up on immediate plans for trips.

Bullet-nosed *Betty* had been brought to CP Rail's John Street facility, following her break down last summer. There, CP and Ontario Rail Assn. personnel, John Street being "home" for ORA's equipment, dropped the fourth set of drivers and found the right journal badly scored. The crown brass, which apparently had cracked during a May trip, had disintegrated, causing the scoring. The wheel set was taken to Montreal and the loco returned to CN's Spadina shop in Toronto. As of a short while ago, according to Tom Henry, executive vice president of ORA, she was still sitting in Spadina while the wheel set is in Point St. Charles shops in Montreal. Tom should know; as late as mid-November he took pix of the wheels at the Point.

ORA's annual autumnal weekend crowd-pleaser round trip last October, Toronto to Owen Sound, behind ex-CP 136 and 1057, was a rail picnic better than ever, especially on the return trip to Toronto. When bad coal turned up, passengers and crew alike went on a scavenger hunt through the woods, looking for wood to burn. The day was bright, cameras were ubiquitous, and everyone joined in the spirit of the occasion. ORA probably has been wondering how the late arrival in Toronto from this trip will effect next fall's outing. I hope it won't. But I wouldn't bet on any woodburners the next time.

Union Pacific 4-8-4 No. 8444, fresh from her triumph at Spokane's Fair last year, is ready for Denver to Laramie round trip on February the 15th.

Union Pacific Railroad

ARTHUR H. Stewart, 4487 Hillsborough Dr., Castro Valley, Calif. 94546, writes: "Steam locomotive boosters should be a good subject for a feature story in *Railroad*. Stephen Parsons of Lyme, N.H., asks how they worked. To generalize, a booster comprised a two-cylinder double acting engine driving a shaft having a spur gear pinion. That gear meshed with a larger gear on a trailing truck axle or a tender truck axle, sometimes connected by driving rods to another axle. A cylinder similar to ones used on power reverse, and actuated by air (usually) engaged the two gears.

"A short lever on the reverse lever quadrant activated the engagement cylinder. This also linked up a steam valve, which was then opened and closed by the main throttle. At some locomotive speed, the booster had to be cut out by shifting that short lever, usually 10 mph, at which speed the booster had peaked out in speed and its tractive force was no longer needed. I hope some qualified person will take up here and finish this story. Many readers are interested in the subject of boosters."

NOT LONG ago, old No. 29 was puffing around on the Duluth & Northeastern, switching logging cars, and then suddenly she was retired, a victim of a diesel, and was put on a siding in Cloquet, Minn. Then railfan Earl Grice, who farms 146 acres of hilly land overlooking the river bottom at North Mankota, read about her retirement and investigated what kind of a deal he could get. At first the road wanted $15,000, but came down to $4,000. She was moved by rail to Mankata and until a short time ago she sat on a siding in town.

At length, Earl and some friends towed the loco on a flatbed up to his farm overlooking the Mississippi River and began the task of getting her in working condition again. He hopes railfans in his area will help in the effort to put her back steaming again, this time on a new tourist operation in northern Minnesota. ●

Brian R. Woodcock, 203 Molly Lane, Chadds Ford, Pa. 19317

Brian Woodcock is the proud owner of ex-Atlanta, Birmingham & Atlantic, ex-Atlantic Coast Line Baldwin-built No. 58 in 1907 scheduled for restoration and operation on the Wilmington & Western R.R. located near Wilmington, Dela. She is a classic 0-6-0 goat with 50″ drivers and 220 lbs. pressure.

Edaville R.R. at South Carver, Mass., was prepared in late 1974 if the coal strike was a long one. The line's president, George Bartholomew, thinking ahead, stacked up this 165-ton pile of coal to supply road's steam locos with enough fuel to last a year and half. Ex-Monson 0-4-4T No. 4 happy about it all. Edaville Railroad photograph

First steam doubleheader ever on New Hope & Ivyland, shown at Buckingham, Pa., Oct. 19, '74 as part of New Hope Chapter, NRHS weekend. Locos are 40, ex-Cliffside, and 1533 ex-CNR. One of passengers (above) was Nancy Graham. Paul S. Stephanus, 212 Walnut St., Montclair, N.J.

IT'S ALMOST a century and a half since the world's pioneer steam-operated passenger railway was opened in England between Stockton and Darlington in 1825. This line was the first link in a network of railways which, within a few decades, covered the country and brought the steam loco into almost every corner of Britain. Steam reigned supreme until recent years, when British Rail abandoned it in favor of diesel and juice. BR's last regular steam-hauled passenger train, except for those on the narrow-gage Vale of Rheidol line, ran in August, 1968. A leaflet containing details and info on most of the privately-owned steam passenger roads and depots can be had, free, by contacting J.E. Rumens, publicity officer, Association of Railway Preservation Societies, 31 Dornton Road, South Croydon, CR2 7DR, Surrey, England.

STEAM was still hanging on last summer at Fort Eustis, Va., reports Steven P. Cryan, 13 Victor St., Hamden, Conn. While attending a vacation camp for two weeks Steve worked on Army 2-8-0 No. 607—which, however, is believed to have run her last.

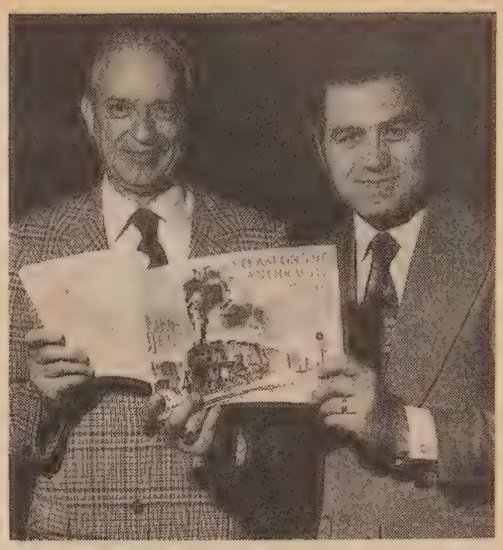
AT NEW HOPE, Pa., the New Hope & Ivyland Railroad operated its first steam doubleheader last October 19th. Returning to service for the first time in years, the former Cliffside 2-8-0 No. 40 joined No. 1533 of Canadian National Heritage.

WOULD YOU believe it, standard-gage 2-6-6-2's doubleheaded in the U.S. as recently as last July 14th? It's true. The event was sponsored by Puget Sound Railway Historical Assn., Box 3801, Seattle, Wash. 98124, which paired its two articulateds, Nos. 6 and 11, for a few runs at Snoqualmie, Washington. The 11 had just been rebuilt, which led to about her first fire-up in almost 15 years.

FORMER Brooklyn Eastern District Terminal 0-6-0T No. 15 is up for sale, I learn from her owner, Ed Bernard, 60 Union Ave., Little Ferry, N.J. This saddle-tanker last ran in 1969 and is still in good working order.

MY THIRD steam book, *Steam on the Anthracite Roads,* has just been published by Quadrant Press, which specializes in railroad books, 19 W. 44th St., suite 707, New York, N.Y. 10036, and sells for $6.50. This 96-pager features more than 140 photos of mainline steam in Pennsylvania's hard-coal region in the 1930s and '40s. Bob Collins did the historic camera work.

On November 15th the publisher held an autographing party for the press in Wayne, N.J., at Citro's 1900-



Mike Eagleson (right) with his new book, *Steam on the Anthracite Roads,* illustrated by Bob Collins (left).

period railroad-theme restaurant. This spot displays former Delaware, Lackawanna & Western 2-6-0 No. 565, a small Mogul that will soon go to Little Ferry, N.J., to be rebuilt for operation on the Morris County Central at Newfoundland, N.J. Owner Tony Citro says she'll retain her Lackawanna tender, her lettering, and her road number. Thanks, Tony, for sticking to authenticity.

Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

Photograph by Mike Eagleson

The Bandit and the Sunday School Teacher

by FREEMAN HUBBARD

SHORTLY after midnight, a dandy wearing kid gloves and gold-rimmed glasses waited in darkness beyond the penumbra of the Albany, N.Y., depot lights, his predatory greenish-brown eyes fixed on a steam-powered train being loaded at the station. The satchel dangling under one arm by a strap slung over the other shoulder left both hands free for action. Oliver Curtis Perry stood but five feet six inches in his shoes, but what he lacked in height he made up with hardware. A cold smile must have lifted his closely-trimmed mustache as he felt the Colt .38 nestled in his overcoat pocket and the larger bulge of a frontier-type revolver, with its seven-inch barrel and a bore wide enough to poke your finger into, holstered to the cartridge belt under his coat.

Two long whistle blasts split the night. Westbound 31, the *American Express*, which burnished the four-track steel of the New York Central & Hudson River Railroad between New York City and Chicago every day in the year, was now chugging toward him. Perry flipped away a half-smoked cheroot and pulled his derby down on his broad forehead. Then, dodging the headlight glare, he swung aboard the "money wagon," second car from the end, just before the train began to pick up speed.

Thirty-one was the hottest of hotshots. No passengers, only American Express Company shipments. But what shipments! Her four steel safes often held a million dollars or more in specie from the United States Treasury enroute to Western banks and always a rich store of bijouterie. Young Mr. Perry, himself a trainman, had quietly boarded the golden caravan. He was familiar with its every move. He knew it had left Grand Central Station at 8:30 that Tuesday night, September 29th, 1891; had made a brief stop at Albany, and was now roaring Buffaloward with wide-open throttle.

The money wagon, like nearly all railroad cars of that era, was wooden-bodied. It boasted open platforms and a door at each end, in addition to sliding doors on both sides and three rooms inside. Perry lingered a moment on the front platform, idly watching the starlight glint on rails that flowed swiftly past him. He was aware that 31 had no scheduled stop before Syracuse, three hours away. But once he set to work he acted quickly.

First he slipped the gold-rimmed spectacles into a case in his pocket; then he unfastened the satchel. Then, taking out a small gimlet, he bored a peephole through the wooden door, the nose of his operation being muffled by the rumble of wheels and clank of couplers, and he peered inside. The compartment nearest to him was empty except for many boxes, packages, and grips piled up on the floor.

Perry grinned. So far, so good! He cautiously bored seven more holes, forming a panel 15 by 17 inches, which he then cut out with a thin, sharp-pointed saw. Next he covered the lower part of his handsome face with a red flannel mask. After that, with the gleaming .38 leveled, he eased his slim little body through the aperture, tiptoed across the floor, and quietly entered the middle compartment.

All four of the train's strongboxes stood in that room, but three were buried under heaps of merchandise. The fourth was exposed, its door open, and before it, on a splint-bottomed chair sat a heavily-built man, E.A. Moore of Buffalo, registering his waybills by the dim light of an oil lamp suspended from the ceiling. His pistol, a Smith & Wesson, lay on a trunk nearby.

Stealing up behind him with a catlike tread, Perry grabbed it and spoke in a voice as soft as a woman's: "Up with your hands!"

As the express messenger rose to his feet, the lone wolf fired a shot with the Colt to frighten him. Moore ducked. Perry pushed him down. The big man was unarmed and too startled to resist.

"Lie still! The first move you make—" Perry glanced toward the rear door, pretending he had an accomplice. "Keep him covered, Jim! If he wriggles, let him have it!"

The bluff worked. Moore did not stir while Perry rifled the safe. Holding his .38 in one hand, the bandit used a pen-knife with the other to slit open bags of valuables, dumping the loot into his grip. At first he impatiently tossed aside the glittering jewelry, saying: "I don't want this stuff. I want cash."

But he took some of it after all and about $5,300 in bills—which was a lot of cash in those days—passing up, in his eagerness to escape, the safes that held big money. With a final command to the imaginary Jim, he backed out the front door. Bending low, he slashed the air-brake hose, which stopped the *American Express* a mile east of Utica. As the speed slackened, he swung off and merged into the darkness.

During all that time the conductor and two brakemen were on duty in the car just behind—the last car—but none of

them guessed that anything was wrong until No. 31 started to slow down.

OLIVER PERRY never went back to the shabby furnished room in Troy, N.Y., that he called home, though he did revisit Troy right after the stickup to see his "Amie." A young lady of high moral purpose, Miss Amelia E. Haswell was perhaps the only real friend Oliver ever knew. She was slightly familiar with his criminal record, but her heart was filled with pity and, being a city missionary, she nursed the hope of reforming him.

It was a strange relationship. The girl taught an adult Sunday school class and Oliver attended. Some folks said later that he did so merely in an effort to cover up his lawbreaking. At any rate, he poured his troubles into a willing little ear. What he told Amie that last day in September, 1891, is not recorded. One fact is clear: when he left her home he carried with him a small Bible, its flyleaf inscribed "From Amelia," which he kept for the rest of his ill-starred life.

Christmas season found the young dandy in a Canadian town near Toronto. There he wrote a self-accusing note—on plain paper, with no return address—and mailed it to the Railroad YMCA secretary at Troy. In it he admitted having robbed the *Express*, singlehanded, and professed to be very penitent, no doubt thinking of his Sunday school teacher, but said nothing about returning the loot. Evidently restitution did not fit into his idea of atonement.

There were both truth and exaggeration in what Lieutenant Bangs of the Pinkerton Detective Agency said about Perry: "That fellow is a modern Claude Duval. He is the wickedest and nerviest man who ever stood in two boots, and doesn't know the meaning of the word *fear*. Yet he is polite and effeminate, as well as nervous and uneasy. His counterpart is not to be found among the criminal classes of the world."

Oliver had turned to crime at age eleven. Born in Amsterdam, N.Y., in 1865, the son of an impoverished farmer, he began serving time for burglary in 1877 at Elmira State Reformatory. From there he graduated to the Rochester penitentiary, and then drifted West. He made a fresh start by working in an uncle's store, but robbed it shortly afterward and spent three bleak years in the Minnesota State Prison. Still later he wandered into Montana, became a cowhand and got into brawls with fellow punchers. Once, a split second late on the draw, he stopped a lead slug with his chest. Even that didn't teach him a lesson. While he was convalescing, the future train robber got into another fight, crushed a man's skull, and boarded an eastbound freight in time to dodge a murder charge.

A jack-of-all trades, Perry learned how to make keys and pick locks—skills which he sometimes used to advantage when in need of ready cash or confined to jail. In about 1890, while engaged in a scheme to swindle preachers—of all things!—he met the personable Amelia Haswell and added her last name to his long list of aliases. The girl tried earnestly to keep him on the strait and narrow. She wanted to save his soul from eternal damnation.

"Oliver," she appealed one day, "why don't you get a steady job and settle down? I have a friend who works on the New York Central & Hudson River Railroad. Maybe he could find a place for you."

The young convert seemed to be deeply impressed. He looked into the girl's brown compassionate brown eyes and stroked her hand.

"Thank you very much, Amie," he said fervently. "I would like to work for the railroad."

BUT THE JOB he landed as freight brakeman was rough work and paid only two dollars a day, not nearly enough money for a vain guy who liked stylish clothes. Besides, fellow trainmen snickered at the kid gloves he wore to save his white slender hands.

Amie prayed for him and said by way of encouragement: "Oliver, dear, you'll get more pay when you are promoted to conductor."

That was too long to wait. Oliver took a short cut. He robbed the *American Express*, bade his Sunday school teacher an emotional good-bye, and fled to Canada. The Pinkertons, railroad bulls, and officers of the law who sought the robber were baffled by express messenger Moore's meager description of him. No one, apparently, suspected Oliver Curtis Perry.

The dapper young bandit spent money fast. "Easy come, easy go." A few months after the stickup his funds ran low. Still affecting new kid gloves, gold-rimmed glasses, and the grip slung jauntily over one shoulder, Perry returned to the Empire State to try his luck again with the same train.

This time he hung around the Syracuse depot in the cold early morning of February 20th, 1891, which was Sunday. When the westbound *American Express* pulled out on a snow-covered track, he climbed aboard the front platform of the treasure car just as he had done at Albany almost five months before. But instead of a gimlet and a saw, his satchel held a new, bolder device: a rope-ladder about twenty feet long and equipped with end hooks, which he termed "a sort of fire-escape of my own in-

vention."—a by-product of his experience at lassoing Montana cattle.

He knew that his darling Amie wouldn't like what he was about to do; but a fellow has to look out for himself, he reasoned, and he hoped the girl would never find out.

Every step was expertly planned. After again tieing a red flannel mask around his neck, the little dandy strapped his heavy frontier revolver to a cartridge belt under his overcoat and slipped two smaller pistols into the pockets within easy reach in case he should drop his big one. Then he stood on the platform railing, boosted himself up to the icy roof, and wormed his way to the center. Next he hooked the ladder onto one edge of the roof and let it dangle over the sliding door on the car's opposite side.

That door had a glass panel; but so dark was the night and so busy was Dan McInerney, express messenger, that the daredevil intruder slid stealthily down the rope-ladder without being seen. Afterward, Perry told how he did it:

"Both hands were free. I tried to hold onto the edge of the car roof, but the train was going about fifty miles an hour and a strong wind blew me away from the car several times as I clung suspended in mid-air. Once I barely missed striking a bridge. I looked ahead all the time, though, and could see obstructions by the engine headlight. As I was wearing kid gloves, my hands became so numb with cold that when I drew my big revolver I could not cock it. I rubbed my hands and clapped my sides until I restored my circulation. While doing that, I looked through the glass door panel and saw the messenger seated near me with his back to the door."

THE LONE WOLF smashed a hole in the glass with his revolver butt, thrust the weapon through, and called out sharply: "Hands up!"

McInerney whirled around in surprise, grabbed his own pistol, and pulled the trigger. His bullet flew wild. Perry's gun also spat fire, grazing the messenger's forehead. A second later the former brakeman had unlocked the door and was inside the room. The men grappled in hand-to-hand conflict, scattering packages and waybills over the floor as they pounded, kicked, and wrestled.

McInerney dropped his pistol. A high wind blowing through the open door put out the light. Under cover of darkness, the messenger reached for the bell cord; but Perry's second shot lodged in his arm before he could complete a signal to the engineer. Still game, the wounded man stopped to pick up his pistol. A third shot hit him in the groin. The messenger groaned with pain, lost his nerve, and hid behind some trunks.

Perry groped through the darkness. Shutting the door, he heaped up a pile of waybills and lit a match, hoping the fire would illuminate the scene so he could find some money. It didn't. But he saw McInerney, face and hands smeared with blood, and demanded: "Light the lamp!"

The messenger wailed, "Anything you say," and did as he was told.

Meanwhile, the train was slowing down. In the coach just behind the money wagon, Conductor Emil Laas, remembering the robbery of the previous September, noted the slackening of speed and became suspicious. He climbed onto the outside railing and peered through the bell-cord hole. One glance was enough.

Mr. Laas and his two brakies were unarmed, but he ordered one of them: "You get off here. Run like hell back to Jordan and send a telegram! Tell 'em we've got a train robber on board!"

Then he signaled the engineer to resume full speed, hoping that by the time they reached the next stop, Port Byron, there would be an armed reception committee waiting for the outlaw. Inspecting the money car cautiously, he saw there had been a desperate struggle, McInerney was barely conscious, and the desperado had vanished.

The conductor was nonplussed. He had no way of knowing that the man they sought had left in too big a hurry to grab any loot and at that very moment was crouching on the car roof just above them! But Mr. Laas did realize that Dan McInerney needed a doctor right away; so he sent a wire to Lyons, the next station, requesting an ambulance.

AT LYONS, they found the ambulance, with a doctor, and a crowd of angry townspeople standing in the snow around the depot. Among them was a young man wearing gold-rimmed glasses and carrying a satchel with a shoulder strap, like a city slicker in a rural setting. Laas felt sure he had seen that small guy before. But where? He scratched his gray hair. Ah, yes, in the Syracuse depot just before No. 31 pulled out.

"How in tarnation did that feller get here?" he asked the engineer, Caleb Cherry, a husky six-footer. Then it suddenly struck him that the *American Express,* which carried no passengers, was the only train that could have brought the suspicious character so quickly from Syracuse to Lyons!

While the conductor was making up his mind, he noticed that Perry had started to edge away from the crowd, and he yelled: "Hey, stop that guy! He's a train robber!"

But the pleasant-faced young man denied the accusation so calmly that Mr. Laas weakened a bit and said: "We'll hold you anyhow—till this thing is cleared up."

"No, you won't," Perry grinned coldly, a leveled revolver springing into each hand. "I'm leaving here and I don't want company."

With that, he crawled nimbly under the *Express* between the last two cars. An old freight hog, coupled to a string of coal hoppers, stood puffing on adjacent rails of the four-tracked main line. He lifted out the pin that coupled the tender to the first car, then he climbed into the locomotive cab and cowed the surprised engine crew with his brace of pistols.

"Get out of here, you!" he ordered in a womanish voice, and they both jumped.

Like most brakemen, who are trained by riding freight engine cabs, Perry was familiar with locomotives. Releasing the air-brake and opening the throttle wide, he headed westward, away from the menacing crowd.

A small group of railroaders soon followed. One man yanked the coupling pin from the tender of the *Express* engine, No. 692, while Caleb Cherry climbed into the cab, together with conductor Laas, the fireman, and a switchman, leaving the flagman of No. 31 in charge of the cars. The switchman, intending to hunt wild ducks that day, had brought along a double-barreled shotgun, which he now loaded—but not for ducks.

THUS BEGAN a locomotive race on parallel tracks, a manhunt unique in criminal history. The trim 692, with high wheels built for speed, gained rapidly on the lumbering freight hog; but Perry had an answer for that. Just before they overtook him, the lone wolf threw his Johnson bar into reverse, which sent his engine clanking backward to meet the 692.

As the *Express* locomotive sped by, he leaned out his cab window and poured two streams of lead at the four men, who, however, crouched on the deck under cover. The broadside did no more harm than shower broken window glass upon them.

Engineer Cherry then reversed his 692; and again Perry did not wait for the pursuers to catch up with him, but ran the freight hog west again. When the two iron monsters rushed past one another, Perry directed two more lethal streams into the 692's cab; and this time the switchman returned the fire with his shotgun. None of the bullets hit a human target.

For an hour or more the engines grimly shuttled back and forth, with a fruitless dual every time they met, until the pursuers' ammunition ran out and the dual became one-sided. But as Perry had no chance to toss coal into his firebox, the needle on his steam gage dropped, the hog slowed down. At length, about two miles from Lyons, he abandoned the old engine at a snow-covered highway crossing, where a stolid-looking farmer sat in a cutter waiting to cross the track.

"Let me borrow this sleigh!" Perry ordered amiably, flourishing a pistol. "I'm a Pinkerton detective after a train robber."

The unsuspecting driver soon found himself standing in the snow while Perry, whipping his team, was racing down the road to the merry jingle of bells. His spirits rose. He felt that he had a good chance of getting away after all.

But the Wayne County sheriff was not idle. He had rounded up a posse and before long they sighted the fugitive, still driving madly, about five miles south of Newark village. Perry saw them and knew he was trapped. Leaving the sleigh, he darted across snowy fields to a swamp, found it was full of water and brittle ice, and decided to make a stand behind a stone wall.

The posse gradually closed in on him with a desultory exchange of gunfire. Perry still had his three pistols and sixteen cartridges left when, at eleven a.m., no longer dapper, he finally gave up.

"If it had been later in the day," he said ruefully, "I could have held out under cover of darkness and got away."

BEHIND the bars at Lyons, the young bandit perked up again. He reveled in newspaper publicity which called him a "dim novel hero" and talked with J.B. Prentiss, an American Express Company official, who declared afterward that Perry was "one of the brightest and coolest fellows I've ever seen."

Amelia Haswell and the prisoner's father also visited the jail several times on separate occasions. Both offered him sympathy and moral support. Amie knelt on the cold stone floor of the cell and prayed with him.

Later, the ex-brakeman worked out a plan of escape. Utilizing his skill as a locksmith, he drew two sketches of the key to his cell on a sheet of paper and added this message:

"Make of very hard wood; be sure and not get it brittle, for it must be very tough and strong. Make it about the size of this drawing. Hole in key ⅜ of an inch. Make the key as thick as it is drawn above."

But his hope went glimmering when a guard intercepted the note as he tried to slip it to his father, with the result that a heavy chain attached to a log was riveted to Perry's ankles.

Amie was greatly distressed at this turn of events and urged the prisoner to repent and throw himself upon God's mercy. She was in the crowded courtroom at Rochester on May 19, 1892, when the lone wolf, still shackled and closely guarded, pleaded guilty and was sentenced to forty-nine years and three months in the Auburn State Prison.

As her former Sunday school pupil was being led away, Amie spoke to him in a choked voice. "Oh, Oliver, dear, it's not fair at all!"

"Don't worry, Amie," he assured her. "I'll get out soon. No prison ever built can hold me very long."

FIVE MONTHS later he escaped from his cell at Auburn by digging a hole with a tin spoon under a brick wall and leaving a straw dummy in his bed to fool the guards; but shortly afterward he was recaptured on the prison grounds. For that attempt he was given solitary. Then he tried another game. Feigning insanity, he got himself transferred to the State Hospital for the Criminal Insane at Matteawan in December, 1893.

The sentimental Amie continued to visit him. She told the guards that Oliver was being punished unjustly, that he was "more sinned against than sinning," and she made a deal with a Matteawan keeper named William N. Hopkins, a big strapping fellow who weighed nearly 300 pounds, to mail Oliver's letters to her secretly.

Hopkins admitted later that he mailed one such letter in August, 1894. He said it declared he could be trusted and it asked the girl to send him as much of Perry's jew-

elry as she had in her possession. Shortly afterward, Amie packed two rings and Oliver's open-faced railroad watch in a small box and sent it, with a letter, to the fat guard by registered mail.

"In that letter," Hopkins testified, "she told me where to go in New York to sell the watch and she said the rings alone were worth fifty to sixty dollars each. She also said she hoped I'd be true to my word and let Perry go. Well, I turned the stuff into cash; but every time Perry asked me to help him to escape I put him off."

Amie still had faith in the lone wolf. On one visit to Matteawan she pleaded: "Oliver, I want you to promise me that if you ever get out of this awful place you will cleanse your heart of all bad things and make a fresh start."

Oliver solemnly promised. When he broke out of Matteawan on April 10th 1895, he made his way to the Jerry McAuley Mission on Water Street in New York City to fulfill his vow to the Sunday school teacher and to get what practical help he could. He picked that particular mission because its founder had once been a convict like himself.

Whether or not Bill Hopkins had anything to do with Perry's escape is not a matter of public record. The prisoner was in solitary at the time. A file, a saw, and some wire were smuggled into his cell and Perry, being a locksmith, made a key that opened the door. Then he let out four other men in adjoining cells. They overpowered a guard, seized his keys, smashed an unbarred window in the chapel attic, climbed out to the roof, and slid down a rain-spout to freedom.

ONCE OUTSIDE the asylum walls, the men separated. Four of them were soon recaptured, but Perry remained at large until the early morning of April 16th. A cinder dick and a city policeman found him shivering beside a campfire in a hobo jungle at Weehawken, N.J. The one-time dandy was ragged and emaciated, his feet sore and bleeding. They chased him through a railroad yard and finally nabbed him near the historic spot where Aaron Burr had killed Alexander Hamilton in a duel in 1804.

Perry was lodged in Jersey City jail, with a murderer as a cell mate; but so great was his notoriety that he was permitted to spend much of his time seated in an armchair in the jail corridor receiving callers. He cheerfully told newspaper men about his escape, answering some very frank questions and evading others. But the lone wolf soon lost his debonair manner when he was sent back to solitary at Matteawan and later transferred to Auburn.

On August 8th of that year Amie Haswell, sun-tanned and in a buoyant mood, returned home from a religious camp-meeting vacation spent at Ocean Grove on the New Jersey coast. As she stepped off the train at Troy's Union Station, she was arrested on a charge of complicity in Perry's escape the preceding April. Arraigned at Poughkeepsie, the girl denied this charge.

"I did send some jewelry to William N. Hopkins," she testified, "but I did not know until long afterward that he was a keeper at Matteawan. As soon as I learned that, I wrote Mr. Hopkins a sharp letter reproaching him for his deceit . . . A Pinkerton detective offered me $100 as bribe to act as informer. I spurned that as I would a viper."

The grand jury exonerated her. But when Perry heard of her arrest he brooded over it to such an extent that he lost his mind—"No faking this time," said the prison doctor. For a while Perry kept a disjointed diary. In it he wrote that he had used Amie as a tool; he had effected his escape partly through her, for which she had been suspected and barely escaped punishment, and he hoped she would forgive him. But he could not forgive himself. What he was going to do, he wrote, would put himself forever beyond the power of escape, so that Amie would never again be blamed for his action.

IT WAS a vaguely pathetic entry of a disordered mind. The note he pencilled on September 17th, five months after his return to captivity, was grimmer and more specific:

"Dr. Sawyer, Prison Physician: Considering it was on September 17, 1865, that I was born into the light of day, against my will, of course, I now assert my right to shut out this same light. In plain words, I am going to put out my eyesight.—Oliver C. Perry."

And this he did, very painfully, by using nails stuck through a small wooden slab and a powerful narcotic which he had managed somehow to get smuggled into his cell. It was a paranoic's last bid for public sympathy. On June 8th, 1906, the following news was telegraphed from Plattsburg, N.Y.:

"A dozen insane criminals passed through here today on their way to Dannemora State Hospital for the Criminal Insane. Among them was Oliver C. Perry, the train robber, now totally blind and a physical wreck."

You never would have recognized him as the good-looking, dapper, young brakeman, sporting kid gloves and gold-rimmed glasses, who had pillaged the *American Express*, westbound 31, just after it left Albany on September 29th, 1891.

Without his beloved Amelia Haswell, the lone wolf lingered on and on. He spent the last 24 years of his twisted life at Dannemora, never regaining his sight or sanity. For all that time he survived in a blank and nightmarish world. Finally, on September 10th, 1930, Death, who has a pass-key to all doors, put a long-delayed but merciful end to his existence. Thus the ninth month of the year marked his birth, his first train robbery, his blindness, and his extinction.

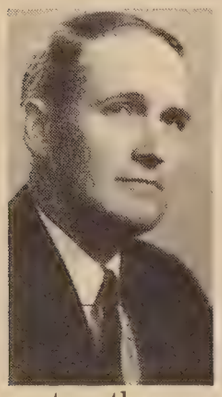
They buried his unclaimed body on the institution grounds and they laid in his pine coffin the few trinkets he had cherished during his long prison career—a bladeless pen-knife, a little old Bible inscribed "From Amelia," and a much-thumbed tintype portrait of his one-time Sunday school teacher. This closed the books for all time on a tragically wasted life. ●

Milwaukee extra 579 meets Chicago & North Western extra 203 at Cannon Falls, on Chicago Great Western line from Randolph to Red Wing, Minn. Charles Lavallee, 900 E. Lawson St., St. Paul, Minn. 55106

STEVE MAGUIRE'S

TRANSIT TOPICS

PAUL CLASS, curator of the Glenwood (Ore.) Trolley Park museum, arranged for the delivery of a dozen open trolleys from Rio de Janeiro, Brazil, to U.S. trolley museums almost a decade ago. Recently he went to Portugal and bought some old Brill-built cars for new operations in our country. Paul was also responsible for getting the two single-truckers from Oporto, Portugal, now running on Yakima Valley Transportation Co. tracks in the streets of Yakima, Washington.



He has just obtained three Lisbon trolleys for McCormick Dock, a 12½-acre, $10 million, riverfront project being developed in Portland, Oregon. An additional 17 cars have been acquired from Lisbon and Oporto. These will go to other nostalgic installations now being planned in such cities as Detroit, Mich.; Austin, Texas, and Toledo, Ohio. All 17 are closed cars. Open trolleys are found today only in Sintra, Portugal, and are not for sale.

We'd like readers to send us views of the cars after they've been put in operation in the U.S. The two ex-Oporto trolleys had seen Yakima service for several months before we could get pictures of them to publish.

ARTHUR I. LLOYD, one of the founders of the Bay Area Electric Railroad Assn., a past president of it, and one of this magazine's *Interesting Railfans,* has been appointed director of Amtrak's Western Region. Art had been with Amtrak since 1971 as manager of agency tours and international sales. Born in 1925, he earned a BA degree in Business Administration at the University of California in Berkeley and later took graduate courses in public relations and transportation at Golden Gate College. He now represents Amtrak management in 12 states and reports directly to its president. He is a long-time member of the Railway & Locomotive Historical Society.

A FEDERAL grant of $23,040,424 has been awarded to the Massachusetts Bay Transportation Authority of Boston to assist in advancing its South Shore Rapid Transit Project. This grant is the second to tap the $671 million made available for mass transit in the Boston area by means of a transfer of funds originally earmarked for Interstate Highway construction.

The South Shore Line currently runs from a connection with the Cambridge/Dorchester Line to a temporary terminal at Quincy Center and since its opening in 1970 has been carrying 60 percent more weekday passengers than had been anticipated. The grant supplements previously approved funding to extend rapid transit service 3.2 miles south from Quincy Center to South Braintree and brings the Federal commitment for the South Shore Line to a total of $61,862,020.

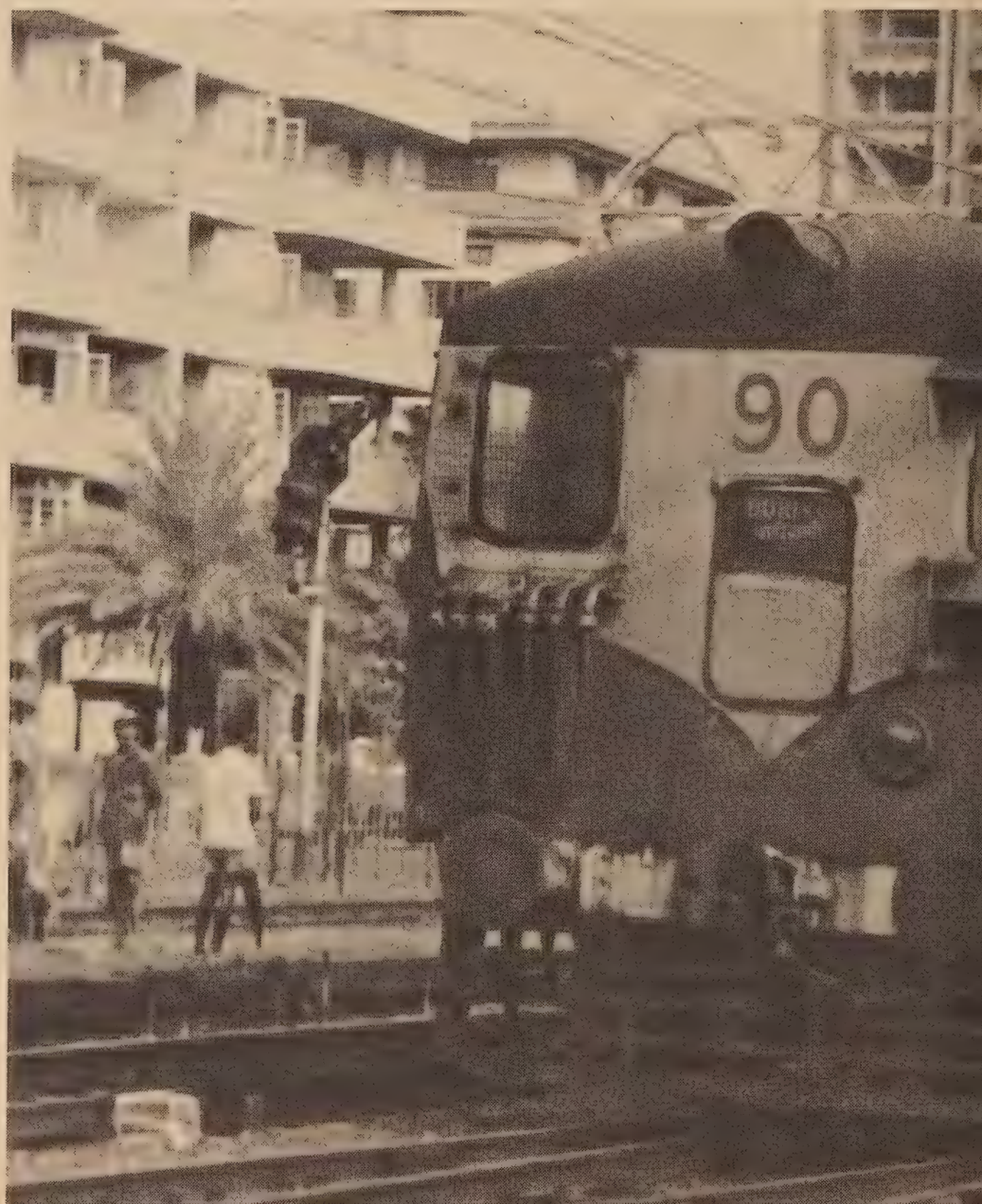
Included in the project is construction of a South Braintree Station designed to accommodate six-car trains. A 1,000 to 1,200 space parking lot, a bus transfer facility, and access ramps there for the elderly and handicapped also are planned. The local one-fifth share of the total project cost will be provided by MBTA from the proceeds of bonds sales.

IT HAD BEEN a long time since we heard of lightning striking a streetcar, but this happened recently in New Orleans, reports one of our *Interesting Railfans,* Wilbur T. Golson, 1324 Marine Ann Dr., Baton Rouge, La. 70815. New Orleans Public Service car 962, making a routine trip along St. Charles Avenue, was passing Loyola University when a bolt of lightning struck it. Two of its seven passengers were slightly injured and four firemen who arrived and put out the resulting fire suffered from smoke inhalation.

How would you feel to be in a car when lightning strikes? NOPS conductor Clyde Frazier says: "It was just a big ball of fire and sounded like a loud boom. I saw some flames. I opened the door and everybody

Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028

Bombay (India) electric suburban train leaving Churchgate terminal at end of working day in Aug. 1974.



Interurban milk car? Yakima Valley Transportation Company No. 100 shown with motorman and conductor at Yakima, Wash., around 1912. Yakima Federal Savings & Loan collection by Frank Lanterman, Yakima, Wash.

jumped out, including me. The flash went from the top of the trolley to the motor and the riders panicked."

A passenger, Mrs. Pearl Brown, recalls: "It sounded like lightning—just went *pop, pop, pop.* I didn't know what to do. I was the last one off the car." Joe Bernard said the car shook from the loud boom "with sparks and fire popping. I didn't know what it was. I ran to the front to get off."

SKYBUS appears to be feasible, Urban Mass Transportation Administration has reported to city officials of Pittsburgh, Pa. However, UMTA has given them four months to decide whether to go ahead with it or to provide a substitute, we learn from Jim Cerny of Pittsburgh. Aside from local and state official objections to Skybus, there is a problem in whether or not it would be manned. We believe that the original prospectus called for crewless trains, to cut the high cost of labor on the little cars. Today it seems much more important to have the trains manned, which would raise the operating cost very much while making them safer for riders.

"All sides in the Skybus hassle seem to find justification in the report for their own beliefs," comments the Pittsburgh *Post-Gazette.*

"In a word, Skybus is dead," says county commissioner William R. Hung, longtime Skybus foe. "The ultimate safety of the concept is still unproven and UMTA has hung its acceptance of the system on the availability of local matching funds. Those funds are no longer available. The state opposes it. Two of the three county commissioners oppose. Without local funds, UMTA will not support Skybus, and without UMTA, Skybus will not be built."

Another county commissioner, Thomas Foerster, once an avid supporter of Skybus now feels it is politically impossible to build. He says the key to the report "is UMTA's willingness to consider a substitute. As far as I'm concerned, the Early Action program is still dormant. Even if the report does say it is technically feasible, I say it's impossible without the cooperation of the state and local governments. And the state will not support it. I think the time has come for state and local officials to sit down with Mr. Herringer and work out a substitute that all sides agree on."

On a recent visit to Pittsburgh, your writer was surprised to see one of the PCC cars of the Port Authority converted for double-ended operation by the installation of two trolley poles, a rear headlight, and pilot and central controls in the rear and inside the car. This is one of three or four cars being improved for emergency use from both front and rear ends. The plan arose when a landslide blocked the line during construction of a busway through the property just south of South Hills tunnel. As all PCC cars were single-ended, no emergency service was possible.

At the time, one of the 26 old, dilapidated, 1600-series PCC's was in the PAT shops. It was decide to rebuild this car, No. 1779, and a few others, at once with rear-end controls for double-end emergency operation. Besides the outside alterations, the rear seat cushion was removed and behind a back panel was installed a handle for power and braking, a "dead-man" button, a headlight switch, and a windshield wiper valve. Last summer the car was used when a derailment between Shannon and South Hills blocked the line for the single-ended PCC's.

Many of the Pittsburgh PCC cars have been repainted over the past three years into an assortment of mod color combinations, so much so that it is almost a rarity to see a car still in the last paint scheme of the old Pittsburgh Railways.

DEFINITION Of "superiority": the feeling you get when you are riding a subway or elevated express train and passing a local.

OUTER END of Jamaica elevated structure in Queens, New York City, may be razed in 1975. Shuttle buses will replace it between 168th Street and Queens Boulevard until a projected subway along Archer Avenue nearby is built, hopefully within a decade. At hearings, there was little objection to the razing. Residents seemed to feel that the line was noisy and created traffic problems along the avenue. Most felt that the el's removal, bringing daylight to the area, would help business.

Only one person spoke out against the removal. Dr. Stephen B. Dobrow, president of the Committee for Better Transit Inc., of Manhattan, said the resultant traffic congestion on Jamaica Avenue would be a blight to the neighborhood and not conducive to its economic development. He asked that its demolition be delayed until the Archer Avenue subway is completed.

PHOTO on page 48 of our November issue shows not a complete horsecar but a horsecar body with rubber tires used in Baltimore, Md., in the 1930s for parades, etc. It was not in Washington, D.C., as Richard Dole stated.

BAY AREA RAPID TRANSIT directors have put into effect a six-month trial period for transporting non-collapsible bicycles. Its previous policy did not allow full-sized bikes on its trains, but due to a wide interest in the subject, the new program was developed. For half a year passengers with bikes are being allowed to ride the rear car of any train during off-peak hours. BART issues permits for limited numbers of bikes and supplies packets giving details. At the end of the trial period the program will be evaluated, particularly with regard to other patrons, frequency of use, maintenance problems, and possible adverse effects on train scheduling. That report will determine if the project is to continue.

A report prepared by the U.S. Department of Transportation, entitled *Bart Trails,* may be had from the Superintendent of Documents, Washington, D.C. 20402. The order number is TD-1.2:T68/19 and the cost is $2.25. This is the first survey of bicycles as a potential feeder to the transit system and BART as a potential feeder in recreation areas. It suggests that better bikeway planning, together with secure bike parking, can increase the use of bicycles as a feeder to the transit system.

Also, the report indicates that setting up bicycle rentals convenient to BART stations located within short distances of recreation areas will encourage more use of recreation areas by non-motorists.

Four pilot routes are studied in depth in the report to illustrate how bikes can be used for convenient travel. These routes focus on BART stations, residential areas, shopping centers, schools, and recreation areas. The report also analyzes the impact which bicycle have on the BART system, and discusses the pros and cons of carrying bikes.

More BART news comes from Arthur C. Davis, 7323 Balcom Ave., Reseda, Calif. 91335, who says Governor Ronald Reagan, "with a great deal of reluctance," has signed legislation to bail out the financially troubled transit line. Originally it was hoped BART could operate out of its farebox receipts, but it can't. The law that extends until the end of 1977 the half-cent sales tax in the three counties served by BART is expected to bring in from $34 million to $40 million annually, thus making up the anticipated deficit.

A CERTAIN MAN was really surprised when the ticket agent walked up to him and said he had a telephone call. The man walked into the station, answered the phone, and was told he could be arrested for what he had just done. First, he had tried to insert used train tickets in the Illinois Central Gulf's automatic gate at the Richton commuter station. When that failed, he looked around to see if anyone was watching, then hopped over the gate to wait for the train.

Although he didn't know it, a technician was watching him through a television monitor seven miles away in Hazel Crest. The man got off easy that time with a warning and by buying a ticket. He and three persons caught committing acts of vandalism at ICG stations became the first victims of PAL, the railroad's electronic Passenger Assistance Link.

It was only being tested when the four were caught. A 14-year-old boy and his 13-year-old sister tore apart a passenger assistance phone, posed in front of the closed-circuit camera, and then threw the parts on the tracks. Their parents had to make restitution. Also, a 17-year-old boy was apprehended by police after he and two accomplices had ripped another phone off with a steel bar. All of those incidents were monitored during testing of the new system.

Plans call for 60 closed-circuit cameras at stations to transmit pictures via cable to 14 monitors in Hazel Crest. From there, operators will be able to send different commands to remote control units for solving passenger problems. The operator will be able to open or close a gate, use a public address system to announce train delays and schedule changes,, and operate ticket machines and burglar alarms. A two-way voice system will allow the operator to talk with passengers. For the above news from the *Chicago Tribune*, we thank Steve Scalzo of Chicago.

The Chicago South Suburban Mass Transit District has Federal and state grants in 1973 for extending the line to Steunkel Road in Park Forest South as well as 15 new highliner cars, a station at Governors State University, and new signaling along the line. The sum of $2,928,000 was allowed for the extension and the station. But new cost estimates show the present cost of the project will be $5,373,588, an overrun of almost $2½ million!

CHICAGO TRANSIT AUTHORITY has taken up its option on 100 more air-conditioned rapid transit cars to be built by Boeing Vertol. This makes a total order of 200 such cars, the first of which are now ready for the production line. Although the latest order will cost $30 million, that sum is now considered moderate at present inflation prices. The new cars will be built in the Boeing plant at Ridley Park, Pa., where 250 light rail vehicles are now under production. The order of 200 cars for CTA should be completed by April, 1977.

New Electric Publications

No. 4220: Round Trip to Stammersdorf, by John R. Merriken, is a 20-page 6x9″ story of the 600-series Third Avenue Railway trolleys that were shipped to Vienna, Austria, in 1949, where they ran on the Stammersdorf line until 1969. Thereafter nine were saved for museums; the rest were scrapped. A short text covers their movements, with renumbering data, photos, and a scale drawing. The booklet is published by the National Capital Trolley Museum, P.O. Box 7082, North Station, Arlington, Va. 22207, and sells for $1.25. That museum owns car 4220 of the series, originally Third Avenue Ry. No. 678.

An interesting account of the new cars that the Third Avenue line built in 1936-'9 comes from Raymond P. Parsons, 68-01 Dartmouth St., Forest Hills, N.Y. 11375, who worked in the TARS shops while they were being built:

"Those four-motored cars caused some problems when they were put in service on the Broadway line in New York City. The Broadway traffic lights were not staggered and all turned red at the same time. So, when you had an accumulation of cars along a stretch of track in both directions and the lights turned green at once, all of the controller handles spun around and opened up the motors. You can imagine what happened: Breakers blew in the station, feeders overheated, and the company had to prevail on the city to stagger the lights to prevent any more damage."

The Seaton Tramway, by J.H. Price, is a 16-page story of the 15″-gage electric railway formerly operated at Eastbourne and now running at Seaton, England, along a mile of track to be extended later. There are photographs and a roster of the nine undersized cars used on this little tram line. The 6x9″ booklet costs 15 pence, British currency, from Light Railway Transport League, 64 Grove Ave., Hanwell, London W7 3ES, England.

Chattanooga Choo Choo trolley line in Tennessee, showing the motorman, Bob Sironen at work.
David Steinberg, Chattanooga, Tenn. 37405

An interesting feature of the Seaton installation is that it has attracted an unprecedented new type of traffic, bird-watchers! The line runs along an estuary of the River Axe, where small marshy islands form a natural sanctuary for wildfowl. This attracts naturalists and bird-watchers, who realized that the quiet unobtrusive Seaton trams might serve them (outside the hours of passenger service). This traffic has now become a regular feature of the line. Bird-watchers' special cars are now run about once per month early on Saturday or Sunday mornings, stopping about every 300 yards while their passengers (with binoculars and notebooks) identify and log the different species. Fifty-three varieties of British birds have been observed in a single day from the Seaton tramway cars.

Leeds Trams, 1932-1959, by Andrew D. Young, has 115 pages, 6x9″, with soft cover, and costs £1. 20 pence (British currency) from Light Railway Transport League (above). It is a story of the last quarter-century of tramway operation in Leeds, England, complete with photographs, maps, a roster, and scale drawings. Besides its many double-decker trams, Leeds had some single-deckers. Also, being in the north of Great Britain, occasional snow required the use of snow-sweepers on its streets.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

PASSENGER TRAIN SURVEY

STEWARDESSES and stewards are gradually being phased out of Amtrak trains. As we go to press, about 50 such employes, called passenger service representatives, are still working on selected long-haul runs. An Amtrak spokesman says: "We are pulling passenger service representatives off the trains and concentrating attention on regular on-board service employes. A key person on the train now will be the *maitre d'*, who will help see to the passengers' comfort."

A modern passenger lounge and new baggage facilities will be built at Chicago's Union Station. Amtrak will spend almost $1.5 million to lease the space and set up the facilities. Chicago is one of the nation's busiest rail passenger centers, serving 48 trains daily. When completed by April 1st, the more comfortable surroundings will give improved service to Amtrak's 5,000 or so daily Chicago riders.

Amtrak's winter Florida schedules include an extra New York-Miami train which operated over the Christmas/New Year's holiday period. The additional daily train, the *Miamian,* began service southbound from New York on Dec. 13th and northbound from Miami on Dec. 15th and operated until Jan. 10th.

In the past, this extra train handled seasonal overflow traffic between December and April from the three regular New York-Florida trains—the *Champion,* the *Silver Star,* and the *Silver Meteor.* This season, due to reduced ridership projections after the holidays, Amtrak ran regular daily Florida trains only. Additional cars were added to these trains as needed.

Amtrak also operates a four-train Florida fleet the year round. The *Floridian* connects Chicago, Miami, and St. Petersburg. The three East Coast Florida trains leave New York at convenient times through the day, beginning mid-morning and ending mid-afternoon and arrive in Miami the following afternoon. The crack *Silver Meteor* follows the direct inland route to Miami.

Joan Hatch of Jacksonville, Fla., decided to wait out hard shower on Oct. 10, 1971 after visiting *Trains of Yesterday* Museum at Hilliard.

Photograph by William T. Morgan

PERSONALITIES. Roger Lewis has resigned as president of Amtrak, effective Feb. 1 or March 1. If his successor, not yet announced, has a previous rail background, it is more than Lewis has . . . Orren Beaty of Vienna, Va., is now president and executive director of the National Assn. of Railroad Passengers, 417 New Jersey Ave., S.E., Washington, D.C. 20005. He succeeds Anthony Haswell, one of our *Interesting Railfans,* who headed NARP for 8 years. Tony is still on the NARP board of directors.

SIERRA RAILROAD in Tuolumme County, Calif., is exploring the possibility of a rail connection with Amtrak's Riverbank station.

"It's something we always wanted to do—pick up Amtrak passengers from the bay area, for example, at Riverbank and bring them up into the mountains."

The Santa Fe has a spur line running between Riverbank and Oakdale. The Sierra line, running from Tuolumme City, connects at Oakdale.

BRASS COLLARS of the Metropolitan Transportation Authority and a state legislator involved in transportation went to Erie, Pa., the other day to inspect prototype gas turbine-electric commuter cars to be put into service on Long Island.

Four are being produced at the General Electric plant in Erie. Along with four similar cars being built for the MTA by the Garrett Company in California, they are the first combination gas turbine-electric "dual mode" railroad commuter cars ever built in America.

After riding two of the new cars on

GE's eight-mile test track, David Yunich, MTA chairman, pronounced the cars "equivalent" to the Garrett models. The MTA, with Federal financial assistance, contracted for the double-purpose cars in 1972. They are seen as possible forerunners of cars to be used on non-electric MTA rail lines.

According to Yunich, a key question is how the cost of the dual mode cars—at $1.2 million each—would compare with the cost of electrification. GE engineers estimate that electrification could cost $1 million a mile and electrified coaches about $350,000 each.

"These cars have enormous possibilities," says Yunich. "They can accelerate far quicker than conventional diesel locomotives which now pull unpowered cars on the MTA's non-electrified sections, and thus could sharply decrease train travel time, he said. Also, they could switch to electric power immediately, thus eliminating train-changes by commuters at interchanges such as Babylon.

Since trains with internal combustion engines are barred from New York City tunnels, the new cars would be able to go all the way from Montauk into Manhattan. These cars are capable of 95 mph and, as a special feature, include steps which provide level loading at train platforms and then with a push of a button by passengers, lower to ground level loading on non-electrified sections. They operate in "married pairs," carrying 224 passengers, in each pair.

The only gas turbine cars in service in the U.S. today are a few French-made models that are not dual service.

CANADIAN NATIONAL credit cards may be had from Air Canada/CN Credit Card Bureau, Box 8000, Winnipeg 1, Man., Canada, while CP Rail credit cards are available from Windsor Station, Montreal. Even if you never get a chance to charge a Canadian trip, the cards are still a nice bit of railroadiana. Who can give me the addresses of other passenger railroad credit card bureaus?—David Allen, 44 Victoria Street, Truro, Nova Scotia, Canada B2N 1Y6.

The Ontario Government's $25 million urban transportation development contract with the West German firm of Krauss-Maffei has been canceled.

Transport Minister John Rhodes told the Legislature that the contract has been canceled and the planned test track for the magnetic levitation transport system to have been built at the Canadian National exhibition grounds here has been postponed indefinitely.

"We'll have to look at the data and conduct our studies," he said, "before deciding whether to go ahead with the development."

Canadian National Railways' new timetable shows all distances in miles and kilometers. CNR is the first railway in North America to put both units of measurement in its timetable.

NEW YORK STATE voters approved a $250 million rail transportation bond issue November 5th. The Rail Preservation Bond Act of 1974 is part of a total $811 million investment in improved intercity passenger, commuter, and freight rail services planned by the state.

The $250 million approved includes capital funds for addition of new high-speed equipment to the New York City-Albany-Buffalo "Empire Service" corridor. New York State also plans additional Empire Service and track and right-of-way improvements.

Michigan State rejected a combined airline/highway/rail transportation bond issue in November. ●

Edward Allen, 252 Roberts Ave., Yonkers, N.Y. 10703

Port Authority Transit Corp. Lindenwold High Speed line train of 1936 built "Bridge" cars at the Ferry Street Terminal during the interesting Electric Railroaders Association convention on July 7, 1973.

Northbound to Detroit, Penn Central freight rolls over Pine Creek trestle at Monroe, Mich., in 1974.
John Uckley, 414 W. 4th Street, Monroe, Mich. 48161

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

DRAMATIC NEWS from our northern neighbor says that the 252 cars carrying 21,889 tons of grain (500,000 bushels), wheeled by seven SD-40's, which arrived at Thunder Bay, Ont., after a 43-hour run from Moose Jaw on October 22nd, was probably the longest train ever assembled in Canada! It was 2.5 miles long! If anyone from the crummy had wanted to visit the head end, he'd need hiking shoes. This train was so long that it had to be broken into three sections for handling in the Thunder Bay Yards.

A somewhat similar train with five SD-40's rolled from Toronto to Calgary. And on October 15th freight No. 901 left Toronto with ten six-axle units—five SD-40's, four 636's, and one M360—in a power transfer move. All were CP Rail trains.

Aside from that, CP Rail has its leasers back in operation for the winter. Big 4744 was seen recently in Angus Shops for rebuilding. Doesn't seem good. A lumber outfit on CP's Moosehead sub in Maine has gone under. The aged RS-2 8404 will probably be reassigned to Newport. CP has applied to abandon the branch to Nakusp, B.C., and also the passenger service on the E&N on Vancouver Island. British Columbia Ry. is rumored to be interested in trading off two of its RS-18's for two passenger-equipped FPA's to be used on ski trains. It doesn't want a rockslide to get the newly reconditioned Royal Hudson 2860.

Canadian National has returned all of the Grand Trunk Western units and placed orders with GM Ltd. of London, Ont. for GP-40-2's and SD-40-2's. Finally, the Alcan/Dofasco/MLW LRC train arrived at the U.S. High Speed Ground Test Center in Pueblo, Colo., for extensive testing on October 22nd. The FRA will take a look-see of 4 to 6 weeks at the now four-year old lightweight, radical passenger train.

ANOTHER new short line has been formed from the remains of an old one: the Morehead & Morgan Fork takes over the former Morehead & North Fork. This common carrier operated four miles from Morehead, Ky., up into the mountains, hauling clay down to the Lee Clay Pipe plant at Clearfield and finished products out to a connection with the Chesapeake & Ohio at Morehead.

When I first visited the road in 1960, it had three steam engines: No. 11, a 2-6-2; No. 12, an ex-Southern 0-6-0, and No. 14, an ex-Union 0-6-0. But two years later steam died. The M&NF bought an Alco S-1 switcher from the Elgin, Joliet & Eastern, then another one from the Long Island. No. 11 was sold to the Everett Railroad in Everett, Pa, where she carried tourists. No. 14 went to the Cumberland Valley RR. in Cumberland Gap, Tenn., also for tourist service, and No. 12 is still at Morehead in operable condition.

But the new railroad has indeed risen with a flourish. Both of the old switchers were sold. The Morehead & Morgan Fork's new power is all Baldwin. all three Durham & Southern RS-12's were purchased, along with D&S No. 365, a loco with a bit of history. The 365 was originally Norfolk Southern No. 1508, a big A1A-A1A DRS-6-4-1500 Baldwin road-switcher. D&S found that its long-wheelbase, six-wheel trucks (which had been ordered to spread weight on the NS) were too unreliable on uneven rails, and the unit was retrucked with B-B (4-wheel) trucks. She comes to M&MF as a 1500-hp, B-B road-switcher.

The three RS-12's are rare. Only 46 of them were ever built. All three belonging to the D&S feature the high short hood, which indicates either a steam generator or dynamic brake capability. Morehead & Morgan Fork is retaining the D&S numbers, 1200-1202. According to Roger Roush of Morehead, 1200 and 1202, both on the property, were relettered last October 30th, with 1201 and 365 purchased and expected. From the "grapevine" I learn that M&MF will haul coal, which is to be delivered to a railhead in the hills by truck from collective mines, and interchange it with C&O. As this is written, with the coal strike on, let's hope the new road is not nipped in the bud.

IF YOU KNOW of a source of supply for Whitcomb locomotive parts, drop a line to Tom Johnson, president of the East Carolina Chapter of NRHS, Rte. 4, Box 19, Asheboro, N.C. 27203. The Chapter's 1942 Whitcomb switcher needs gear-box parts. For about two years various publications such as *X2200 South* and *The Short Line*, not to mention a few Southern railfans, have been looking in vain for scrapped Whitcombs or parts. Wonder if they've tried the BLH Parts Depot in Wilmington, Delaware?

I LEARN from B. Cooper, Jr., 176 Ridge Ave., Chattanooga, Tenn. 37404, who has braked and hostled and now runs on the Southern, that road's "dual controls" we have talked about are really just "bi-directional..' There is only one control stand and an engineer's seat that pivots 180 degrees with a deadman pedal on both sides of the seat. This also includes agreements with the BLE and the UTU which permit running from the left-hand side. Therefore, no matter which way the unit happens to be facing, the engineer simply swings his seat and operates in the direction ordered. Don't confuse this with actual dual controls, or two sets, which permit operating in either direction but always from the righthand side.

Which brings to mind the new Norfolk & Western SD-40-2's, ordered with chopped-noses and conventional controls. I saw the 1651 at Clare Yard in Cincinnati in November. Also here was a rarity—2358, an ex-Nickel Plate Road SD-9, usually found only in the eastern Ohio coalfields.

LOCOMOTIVE ENGINEER for October 18th has a fine article on safety standards in diesel cabs, with a study of the conventional, now-standard "chopped nose" and the

UP No. 1290, ex-1290, a 1500-hp RSC-2, was an Alco demonstrator. She sits in EMD scrap line at La Grange, Ill., after a trade in 1968.

Dan Dover, X2200 South files

Pennsy RSD-5 No. 8450 working in Baltimore, Md., in 1956, was used for transfer and branch lines. Later this class was sent to Buffalo.

Photograph by Jim Edmonston

SCL No. 1110, ex-Seaboard Air Line 1536, one of five 1600-hp RSC-2's ever constructed, shown on the turntable, Birmingham, Ala., in 1972.

Photograph by Don Dover

Collection of Jim Edmonston

Chesapeake & Ohio RSD-5 No. 5585 in original paint at Russell, Ky., in 1955. Locomotive was traded in on SD-18 which used its trucks.

new "crew comfort" cabs. The same issue of the BLE publication also continues to press for more stringent locomotive inspections, showing photos of flaws discovered on engines supposedly "ready for service." These included cracked wheels, cracked main frame, broken swing hanger and a loose gear case, as well as a defective operator's seat.

Looking into a specific complaint filed by a C&EI engineer, Federal inspectors found ten locomotives at the Dolton, Illinois, terminal with a total of 37 defects, ranging from oil on the floor to inoperable sanders to fumes in the cab! In this case, Federal Railroad Administration's Mac E. Rogers says the complaint was "certainly justified."

NUMBER 4614, a Baltimore & Ohio F-7A, went to Morrison-Knudsen in the first week of November. She was shipped from Cumberland, Md., on 10/18, routed via Cincinnati and East St. Louis, where B&O transferred her to the Missouri Pacific. She had been in a pile-up, sustaining extensive rear frame damage, and had no pilot.

That same day no fewer than eight other B&O F7A's were sighted in Cincinnati on various trains. One, No. 4608, carries the words "leased from B&O" on her pilot, a sign left over from her days of being leased to the Canadian Pacific. C. R. Burger, 118 W. Magnolia Ave., Hagerstown, Md. 21740, sent us a photo he had taken of Western Maryland BL-2's 81 and 82 working Hagerstown Yard. It was shot from the cab of B&O F-7A 4648 (Ex-Bessemer & Lake Erie) as they entered Hagerstown.

Penn Central Alco RS-1 No. 9905 (ex-NYC) was scrapped in Cincinnati by the D.J. Joseph Co. in late October. The elderly loco had spent almost all her life in the area of Rochester and Albany, N.Y. And brand new Armco Steel E-150, an EMD SW-1001 on standard switcher trucks, was spotted in the PC's Sharonville, Ohio, Yard enroute to Armco at Middletown, Ohio. She's a replacement for yet another Lima switcher at Middletown.

NEW POWER: Seaboard Coast Line is spending $50 million on 145 locos for late 1975 delivery. From EMD the road is getting a souped-up MP-15 with AC generators, "Lexan" windows, and solid state controls. SCL ordered 50 of them. From GE will come fifteen U-18B's and ten U-36B's, both with AC electrical equipment and ecological control devices. Fifty-five units are slated for the Louisville & Nashville side of the Family Lines. These will be U-23B, GP-40-2, SD-40-2, SD-38-2, and ten MP-15's. Once again the question: will they be given a new paint scheme or use the SCL and L&N colors now in effect?

General Motors has a $40 million order from Korean National Railroad for fifty 3000-hp "mainline" locomotives and 52 extra sets of parts. La Grange will begin filling it in late 1975.

General Electric has an order from the Jordanian Government for five light locomotives for the 60-year old Hedjaz Railroad. These will join ten other heavier GE designs ordered for the new Aqaba Railways Corp., also in Jordan. The plant at Erie, Pa., will ship these in 1975. As this is written, the new GE Amtrak electric model, the C-C E60CP, is running

Jerrold F. Hilton, 17775 Royalcrest Drive, Brookfield, Wis. 53005

Milwaukee No. 156, an EMD SD-40-2, sporting its new America's Bicentennial legend and red, white, and blue colors, was lead unit on road's time freight running between Chicago and Tacoma, Wash., early in December. This will be her run for balance of winter before being transferred to other areas of the 10,200-mile line. The 3,000-hp loco, fresh from the road's paint shops in Milwaukee, and believed to be first among railroads in line's 16-state area with painted legend, will carry colors in 1975 and 1976.

Two brand-new EMD SDP-40-F's, 542 and 545, await signal for departure of northbound *Floridian* on April 13, 1974, from Miami heading for Chicago. This was their first northbound run, replacing the old E-8's.

Thomas P. Cheesborough, P.O. Box 324, Coconut Grove, Stn., Fla. 33133

tests at Erie. When will delivery begin?

QUESTION from Robert Hands, 7 Leahy St., Shepparton 3630, Victoria, Australia: "Did the United States ever operate any double-ended 'F' series GM units, like the 12 used on Victorian Railways?" No, Bob, the GM never built any such in the U.S. In fact, the only "double-enders" (except boxcabs) used in our country were Baldwin DR-6-4-20's on the Jersey Central.

Robert says you should see the Mt. Newman Mining and Hammersley Iron Co. trains rolling over the arid desolation of northwestern Australia. Both companies use big MLW M-630's in sets of three to drag 18,000-or 19,000-ton ore trains across the flat country. As if this wasn't enough, Hammersley is experimenting with 184-car trains (23,000 gross tons), while Mt. Newman will try to double their trains as soon as sidings are lengthened. If and when that happens, Mt. Newman will hold the record for operating the world's heaviest trains!

SOME TIME ago we examined the differences between the familiar old Alco RS-2 and RS-3 road-switchers. Basically, the older RS-2 was told from the RS-3 by its cab-side fuel fill and lack of battery box built into the walkway behind the cab. Otherwise, they look exactly the same, and both ride on four-wheel trucks with two traction motors each.

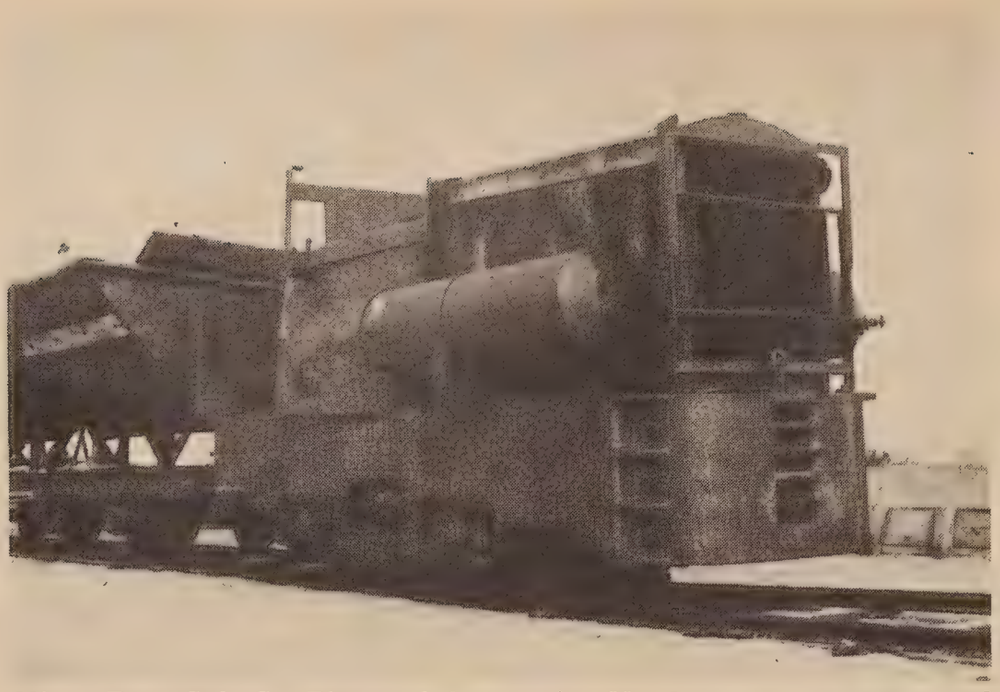
However, there were areas where a six-wheel truck was desirable for weight distribution, and also roads that wanted six traction motors instead of four for specific lugging applications. Meeting this need, Alco offered a six-wheel version of both the RS-2 and RS-3, using the model designation RSC-2 and RSC-3 for them. Interestingly, Alco produced both the four-wheel and six-wheel versions under the same specification numbers. Later, the need for an extra traction motor per truck spawned the RSD-4 and the RSD-5. Both were given new numbers.

The RSC-2 parallels the production of the RS-2 and looks exactly the same except for the six-wheel A1A-A1A trucks. Note that the center axle is an idler, used for weight distribution. Alco produced this truck for use on branch lines. It is indentifiable by the prominent double-spring sets, even axle spacing, and large outside body bearers. It is single-equalized, has a 126-inch wheelbase, and in intended for lower-speed service.

The RSC-2 was built from 10/46 to 4/50. Most of them were rated at 1500 hp, using a turbocharged 12-cylinder M&S 244 prime mover, operating at 1000 rpm. Engines produced in this hp rating were specification E-1661 A&B. Sixty-five of them were sold: MILW 975-992, S00 368-371, UP 1180-1190, and Seaboard 1500-1531.

Union Pacific 1190 was Alco demonstrator 1190, renumbered 1290. MILW had Alco rebuild four of their units to 1400 hp with chopped noses, and refers to them as "RSC25's". These are 576, 577, 578, and 579. Soo retrucked its four units to B-B, making them actually RS-2's, then sold No. 368 (renumbered second 370) to Minnesota Transfer as No. 202. UP 1190 (1290 at the end) traded to EMD in the summer of 1968, and only six of the SAL units were renumbered SCL, 1100-1105.

CHESAPEAKE & OHIO has sent its last two Alco C-630's, Nos. 2101 and 2102, to Morrison-Knudsen for parts. They were spotted by James Lindholm, 836 Fairfield N.W., Grand Rapids, Mich. 49504, in Rossford Yard at Toledo, Ohio, on November 9th, stencilled for M-K. He wonders why they were on an eastbound train. Actually, they were southbound, as they showed up in Cincinnati the night of November 10th and left early next morning, bound for East St Louis and a connection with the Missouri Pacific.



Oliver Bros. Salt Co. Plymouth locomotive No. 3 on narrow-gage road near Hayward, Calif., November 14, 1974. The 3-spot, built in 1923, still going strong after over 50 years of service. The company also operates No. 2 a sister Plymouth in service since 1926; 100 years for tiny industrial locos! The company's third engine No. 1, is a home-made gasoline rig built at Grass Valley, Calif., about 1930. The bright red midgets run hundreds of miles each year in the late fall salt harvest season, hauling dump cars of salt crystals from drained ponds and up to the storage plant. Next run will be in September. Photograph by Ted Wurm

Chessie System (B&O-C&O) has been following a MP routing over East St. Louis for all locos going to Morrison-Knudsen, but I don't know why. C&O originally had four of the big C-630's, numbered 2100-2103. Based in Grand Rapids, they were geographically "orphans," the only C&O Alcos in Michigan. So parts supply was very limited. As soon as trouble began, they were doomed. The first two, 2100 and 2103, went to M-K last spring.

Jim Lindholm mentions in passing that the Frankfort area of Lake Michigan is not polluted, as Paul Baumgartner reported in a previous issue. he says only the lower end of the lake is bad.

The Ann Arbor sold its carferry *City of Green Bay* to Spain last summer. Now only its *Viking* operates, and even that on a non-scheduled basis. Another AA ferry is laid up with a broken crankshaft, and only Ann Arbor's inclusion in Con Rail could save it. When the *Viking* is in drydock once every three years for Coast Guard inspection, the AA borrows a Grand Trunk ferry from Muskegon, which is the only time you can ride a Grand Trunk ferry. Normally, the *Viking* makes two trips a day, one on holidays, between Frankfort and Kewaunee.

AS WE have been pointing out from time to time, SCL is scrapping its old Alcos at a fast pace, and I doubt if any RSC's are left. I personally saw 1100 on her way to the torch last summer. Can anyone fill in on dispositions of the Milwaukee and Union Pacific units?

In March and April 1950, Seaboard took delivery of the only five 1600-hp RSC-2's sold. These were specification E-1661-C. They are identical in all respects to the older models, although horsepower was raised through a change in rack settings. The only units are SAL 1532-1536, which became SCL 1106-1110, likewise on the scrap block in 1974. Also, it might be noted that SAL retrucked all but nine of its RSC-2's to straight B-B.

The RSC-3 reflects the RS-3 in a six-wheel version. Its spotting features are the same as RS-3, although a double-equalized six-wheel truck is used, which also affords good separation from RSC-2. It is a 1600-hp design specified E-1662 A&B, using the same prime mover as RSC-2, beefed up to 1600 hp. Note that this truck is also A1A-A1A, with a center idler axle. The only *known* U.S. examples are Seaboard 1537-1543 and Soo Line 372-374 and #2380. The Soo retrucked all of theirs to B-B. SAL's became SCL #1111-1117, some getting retrucked, some units operating on old trucks with center axles removed. Montreal Locomotive Works produced eight RSC-3's for Pacific Great Eastern, 561-568. All eight were retrucked to B-B. Montreal also built two units for the Quebec North Shore & Labrador in 1951 (102 and 103, retrucked to B-B), the last units turned out for use in North America. Export RSC-3's included Panama 901-903 (5-foot gage), built by Alco in 1951, and New South Wales 4001-4020, with export cab, built by Montreal from 9/51 through 2/52.

In a last gasp of the 244 engine prior to the 1956 introduction of the 251 plant, Alco sold a six-wheel, six-motor 1600-hp road-switcher under model RSD-4 and RSD-5. The RSD-4 was specification E-1663 A&B, while RSD-5 was E-1664 A&B. They carried the same plant as the RSC-3, but with two extra traction motors per unit. There is no external difference between RSD-4 and RSD-5,

The major difference in them are their generator sizes. RSD-4 uses the old RS-3 main generator, while the RSD-5 uses a new, larger GT-566 model, the same generator used in the PA-2 passenger units. The RSD-4 and RSD-5 are externally like the RSC-3 and the RS-3, except for trucks. These are C-C units, all axles powered, and the presence of the traction motor on the center axle makes for uneven axle spacing. Otherwise the truck is the same heavy, double-equalized model of RSC-3's.

The first RSD-4's were C&NW Chicago & North Western 1515-1517 in 3/51. Thirty-six RSD-4's were built, all for service in the U.S. The roster includes two more C&NW units, 1619-1620, Santa Fe #2100-2109, Jersey Central 1601-1614, Kennecott Copper 201, and Utah Coal Route 300-305. The CNJ 1603 was sold to L&NE, but not renumbered. All of Utah's units are still operating. I have no official dispositions on the rest.

The RSD-5, with its larger generator, sold more than any other Alco six-wheeler, with 167 domestic units and 37 Mexicans being built between 1952 and 1956. Big blocks went to the Santa Fe and Southern Pacific, and new business came from C&O, Pennsy, SSW, and Mexico. The roster is extensive.

U.S. owners are ATSF 2110-2162, Birmingham Southern 160, C&O 5570-5595, CNW 1665-1667, 1684-1690, CNJ 1615, MILW 570-575, Pennsy 8446-8451; SP 5294-5307, 5336-5339, 5445-5448, and 5494-5507; SSW 270-272; T&NO (SP) 155-176, 185, and 186, and Utah Coal Route 306.

Mexican owners: FCP 801-835 and NdeM 6900-6901.

ATSF 2157 was demonstrator 1606. The C&O traded all but seven

The sun has set and darkness will soon engulf the Seaboard Coast Line passenger depot at Punta Gorda, Fla., on a Sunday evening in June, 1970. In less than a year train 97 will be gone. But on this day 97, an extension of the *Champion*, from Lakeland to Naples, with its operating period dwindling and the signal set at clear, eases past the station without stopping. GP-7 No. 795 leads REA baggage car 585 and the lone SCL passenger coach 5252 at slow growling pace before picking up speed on track. Photograph by William T. Morgan

Jersey Central RSD-4 No. 1601 at Ashley, Pa., in 1958. She was later sold to Lehigh & New England.

Photograph by H. Buckley, Jr.

units in on EMD SD-18's, which ride on their trucks. The other seven are 2000-2006. The "SP family" (SP, SSW, TNO) have been trading in their units since 1960. As of October 1968, Southern Pacific had 22 units left *(X2200 South, Dec. '68)*. The last RSD-5's built were FCP 833-835 in March, 1956. With the new 251 prime mover, alco changed models completely discarding the old familiar Alco hood configuration.

ACCORDING to Richard W. Ramsden, 527 E. 11th St., Lockport, Illinois 60441, quoting the Long Island's chief mechanic's office, the air foils on the sides of that road's C-420's keep the engines' hot exhaust gasses from being sucked back into the air intakes when running backward. Examination of carbon deposits on Alco Centuries shows that when operating in reverse, exhaust gasses flow downward along the hood sides. The resultant rise in temperature as they are ingested through the intakes slows the engine to prevent overheat damage. As LIRR's Centuries are run in reverse at least half the time, this presented a real problem.

NEED a Baldwin S-12 switcher or parts thereof? Naporano Iron & Metals has a few ex-Monongahela Ry. each for them. Gary Strelick, 845R Prospect Ave., Charleroi, Pa. 15022, saw nine of them leave for the East between 8/23 and 9/30, some for possible resale and some for scrap. They are 1200 hp, B-B end-cab switchers set up for m.u. control.

Now we hear from Jack Heistand, 608 Beech Ave., Saddle Brook, N.J. 07662, who works at the U.S. Army's Picatinny Arsenal. He spotted Jersey Central GP-9 #1532 (GP-9) in late October switching Picatinny in the old green and yellow paint scheme and looking as though she had just been washed, with the paint in good shape. The railroad serving the big Army base has been busy as the conversion of power source from oil to coal kept the little locos rolling. At Picatinny these days are three Davenport-Besler 44-tonners, built in 1943: the 1217, 1222, and 1230. No. 1222 is hard pressed to do the work, as the other two are in the shop. Two old GE 44-tonners are stored in the weeks in decrepit condition. This is unusual for the Army which normally gets rid of obsolete equipment quickly. No numbers or plates were legible on these.

Jack also mentions reports of a narrow-gage 20-tonner, no builder or model info. "But," he warns, "don't try to shoot the Government line. Cameras are forbidden, due to the nature of the facility. "On trip to the Morrisville, Vt., roundhouse of the St. Johnsbury & Lamoille County, he found Lehigh & Hudson River RS-3 10 inside in mint condition in an L&HR paint scheme. he also spotted Boston & Main GP-7's 1561 and 1564 operating on the Erie Lackawanna through Saddle Brook. Are they leased to EL or just "passing through?"

Northbound New Haven Budd car 121 on train 138, Danbury, Conn., to Pittsfield, Mass., shown during snowstorm at Kent, Conn., in 1969.

Bob Choo-Choo Gayer, the railroading bus driver, Flushing, N.Y.

ANOTHER B&M GP-7 in New Jersey, the 1567, was leased in August to the Morristown & Erie, while both of their Alco switchers underwent surgery—14 needed compressor work and 15 got new traction motors. B&M 1567, geared for passenger service, was no match for M&E's 4 percent grades, however, and the crews did not like her. S. Palkowetz, 3 House Road, Morristown, N.J., says she cost $250 per day. His photo shows her in old *Minuteman* paint scheme.

Joe Lodden, 13 Rainbow Dr., Humboldt, Iowa 50548, saw Bangor & Aroostook GP-9 61 operating in an Illinois Central Gulf hotshot eastbound from Omaha to Fort Dodge on September 8th. Those BAR leasers do get around.

Pennsylvania-Reading Seashore Lines' big Baldwin AS-16 6016 might be in a scrap line now, according to Marvin Copper, RD 1, Sugarman Ave., Millville, N.J. 08332. In October he spotted her being towed dead with obvious engine failure. It was the regular Millville branch loco, which lately had been replaced with GP-38 2004.

Santa Fe power moving eastward for scrap includes F-M H-12-44 No. 562 (built 3/57), spotted by Norman Perrin, 4523 Arabia Ave., Baltimore, Md. 21214 in an eastbound B&O freight in late October. Terry Gehris, 555 West St., Pottstown, Pa. 19464, saw passenger-equipped F-7A 200 and F7B 317 in Reading train HJ-2 eastbound out of Reading, Pa., destined for Jersey City on November 4th. Terry says Reading GP-35 No. 3640, presently working the Lebanon Valley branch, has been painted solid green. He looks for the upcoming order of GP-39-2's also to be green.

A MIGHTY EXPLOSION and fire levelled the Delaware & Hudson roundhouse at Binghamton, N.Y. Both D&H and EL locos use the facility. A news photo I saw showed the rear of an EMD switcher and a U-33 amid the charred remains. However, Ray Hakim, 21 Clauss Ave., Paramus, N.J. 07652, visited the area and found EL NW-2 No. 409 blackened almost beyond recognition and supposedly headed for scrap. He also has reports of an EL GP-35 with one end charred, seen in Croxton Yard. Two EL F7A's are working pusher service out of Susquehanna, Pa. Ray saw them on the scrap line at Naporano Iron & Metals in October and early November: EL Alco S-2 548, Monongahela S-12's, and ATSF F-7B's in both freight and passenger colors. Ray keeps hearing that D&H did buy the two ex-SP&S Alco FA's, but I understand they were scrapped.

FINALLY, after all the reports of varied B&O and C&O power being used on the Western Maryland, we in Cincinnati were treated in mid-November to a red and white Western Maryland GP-40 on the B&O. Aside from that, continue sending diesel news to my home, 821 Clearfield Lane, Cincinnati, Ohio 45240.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. What's a railroad snow-blower?

A piece of snow-fighting equipment, often using the blast from a surplus military jet engine to melt and blow away snow and ice from the track. Generally, as on the Rock Island, it is used in yards for cleaning switches. RI does not recommend it for mainline use because of signal lines and ballast. The blower is usually operated by a two-man crew, an operator and a ground man who is usually familiar with the particular location where the machine is needed.

Three passes are usually made over a switch, one down the center of track, and one on each side of the rails. The heat and blast is directed from the jet engine via a moveable, hydraulically-powered nozzle which tapers down to a flared opening about the width of track gage. The blast of hot air clears snow from the cribs in turnouts, under switch rods and connecting rods, and from around frogs and guard rails. All snow is blasted away, in less than a minute, leaving a completely clean switch structure.

New York Central is reported to have used the first snow-blower. The first models were mounted on a flatcar and moved about the yards by a loco. Maintenance personnel quickly found that by reducing fuel pressure to get a smaller blast, the engine could be mounted on a self-propelled unit. Blowers are made by Railway Maintenance Corp., Pittsburgh, Pa.

2. Did Canadian Pacific ever have any gas-electric cars?

CP experimented with—and had many—"one-shot" types of self-propelled cars, but in the latter part of the 1920s the gas-electric model which featured electric wheel drivers was perfected. The company bought ten from the St. Louis Car Co. in 1930. Although it is claimed they could attain speeds of over 60 mph, I wonder how often this happened? Railfans could usually find the g-e's wandering over the branch lines from Sherbrooke, Que., to Newport, Vt., or roaming the prairies near Couttes, Alberta. The little workhorses, unwanted by museums seeking steam locos, were considered no longer useful in the early 1960s and all were scrapped.

3. When was the first 4-8-4 built?

As early as 1919 the Santa Fe experimented with a four-wheel trailing truck, but not until 1927 was the first 4-8-4 built. Almost simultaneously SF, Canadian National, Northern Pacific, and Lackawanna ordered engines of this type. Probably the first to be delivered was the Alco-built 2600 series for NP. The 4-8-4 was known by various types on many lines. DL&W referred to it as Pocano, Nashville, Chattanooga & St. Louis as the Dixie, CN called it Northern, and so on.

4. Name Seaboard Air Line divisions about 1938.

They had six divisions. Virginia (all lines north of Raleigh, N.C.); North Carolina (Raleigh to Cayce, Wilmington to Rutherfordton); South Carolina (Hamlet to Savannah via Andrews, Cayce to Baldwin and Jacksonville yard limits, Savannah to Montgomery and Bainbridge); Georgia (Monroe to Bessemer). All these were in the Northern District. The rest of the SAL was in the Southern District, composed of the North and South Florida divisions.

5. I'm retired from the Western Pacific and drawing a pension. My son and his wife were killed in an auto accident two years ago. My wife and I are taking care of their children. Are there any benefits for them under my pension?

If your grandchildren live with you and you support them, you might be entitled to increased benefits under a new change. Check with your local Railroad Retirement Board.

6. Any info on Ann Arbor's carferry City of Green Bay?

According to Jim Sinclair of Ann Arbor Train & Trolly Watchers club, she has been sold to Marine Salvage Ltd., Port Colbourne, Ont. She was retired by AA on June 13, 1974, after an active life of some 45 years. Following work at Port Colbourne, the carferry will be loaded with scrap metal and towed to Spain, where, according to Jim, she may be scrapped. She has been out of service since 1972. The *Viking* and *Arthur K. Atkinson* carried railcars, autos, and passengers across Lake Michigan to Manitowoc and Kewaunee, Wis. The *City of Green Bay* was the largest carferry of AA's three at the time of her sale.

7. Where did the DAV&P run?

This was the Dunkirk, Allegheny Valley & Pittsburgh, a consolidation in 1872 of the Dunkirk, Warren & Pittsburgh and the Warren & Venango, opened in 1871. It ran from Dunkirk, N.Y., to Titusville, Pa., 90 miles (projected to Oil City, Pa.), and was leased to NYC&HR in 1873.

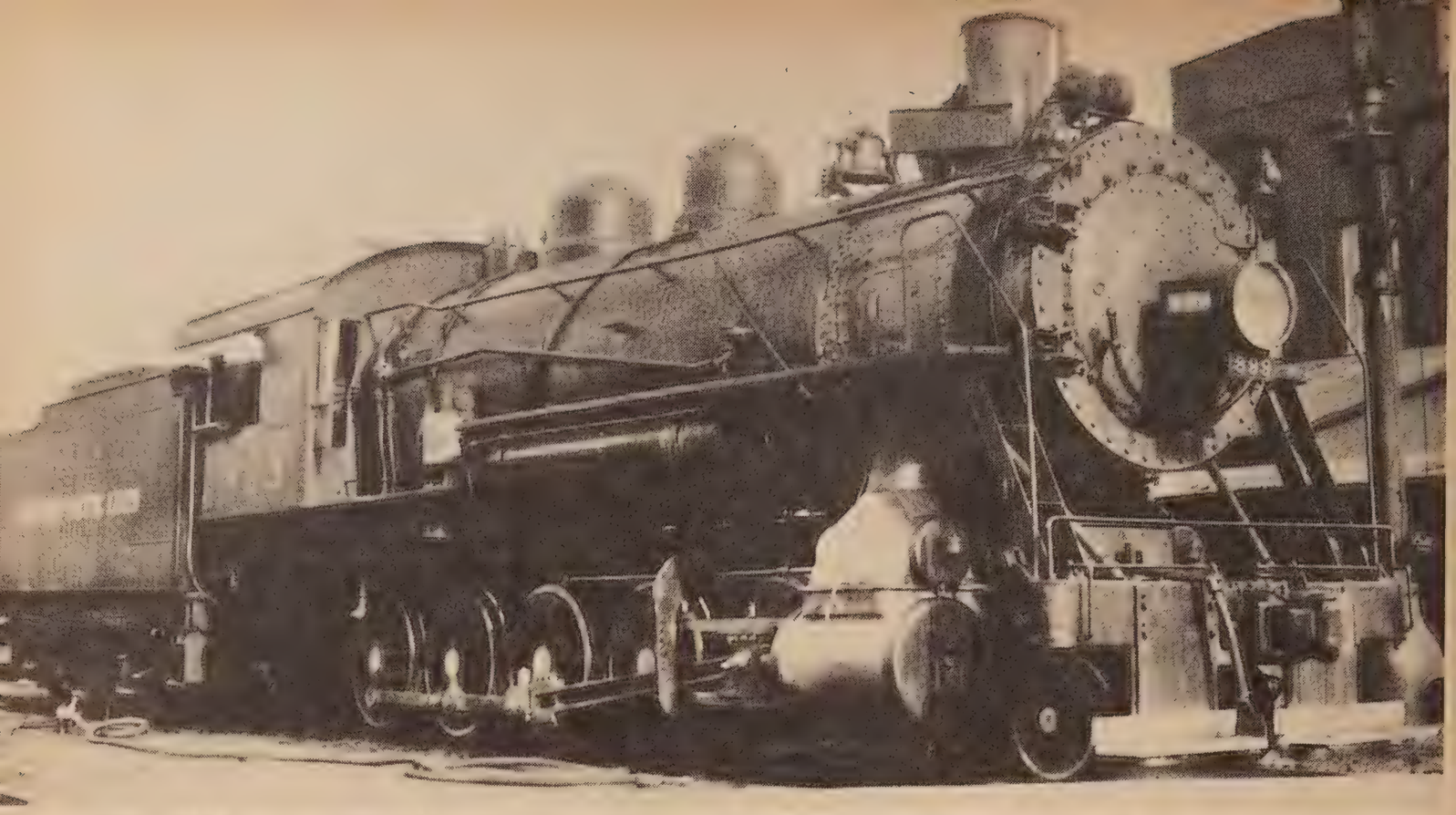
8. Words, please, to "The Brakeman's Tale," by David G. Kennedy.

In many yards, in many climes,
I've followed the glistening rail,
And swung my lamp on many a night,
'Mid the howl of a wintry gale.
In wind and rain and snow and sleet,
I've guided the people's health,
By rushing on the food and fuel,
At the expense of my own poor self.

I've trodden the deck of a swaying train,
When my feet were cold and wet,
And a wrong step meant the loss of life,
And a family left to fret.
You can sing your song of Casey Jones,
And the run of the *Robert E. Lee;*
But when you ride the glistening rail,
Your life depends on me.

I'm brakeman, flagman, switchman, too,
And a dozen times a night
I bring the rushing trains to halt
By the aid of my little red light.
Perhaps within, your loved ones sit,
They trust to the man of the rail;
So when you sing grand hero songs,
Remember the brakeman's tale.

9. Did steam locos ever have a differential gear to help around curves?



This Class D-1 No. 899 was one of the few 2-10-0's owned by Southern Pacific as seen at El Paso, Texas, August 2, 1932. Baldwin-built in 1903, she was originally 28 of El Paso & Southwestern, renumbered 302, went to San Antonio & Arkansas Pass as 302, then to T&NO with last number. She was scrapped in '39.

Collection of C. W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46825

None was necessary, for the difference between the length of the inner and outer rail on a curve was taken care of adequately by forward sliding of the outer wheel and also, sometimes, by the tapered tread of the tire. When new it had less circumference at the outside of the wheel than it had near the flange. Since the outside wheel pushed against the rail, the wheel naturally rolled on a larger circle than the inside one. The difference between the two compensated in part for the difference between the length of the inner and outer rail.

10. Name Montana railroads in the late 1930s.

There were twelve. They were: Butte, Anaconda & Pacific; Butte Electric; Chicago, Burlington & Quincy; Milwaukee; Gilmore & Pittsburgh; Great Northern; Soo; Montana Western; Montana, Wyoming & Southern; Northern Pacific; Union Pacific, and White Sulphur Springs & Yellowstone Park.

11. When did Newark, N.J., trolley subway open?

This route, which in part utilized the bed of the abandoned Morris Canal, was put into service May 26, 1935. A little over a year later an extension was added from Broad Street to the Pennsy station. The purpose of the project was to eliminate surface traffic snarls.

12. (a) Why the term hoghead? (b) Tallowpot?

(a) The word *hoghead,* nickname for the engineer in the days of steam but rarely applicable to the diesel or electric enginemen, springs from the use of *hogs* to designate locos that used an inordinate amount of coal. One story goes that it was first applied to the big Consolidations, hence a man running one was known as a *hoghead.* Another version has *hoghead* an opprobrious term, describing any engineer who handled his loco so inefficiently that she burned more coal than she should.

(b) This described a fireman back in the days when the oil pots actually contained tallow, which he poured into the valve chest when the engine was coasting. The loco oil cans were called *tallowpots* right up to the end of steam days, and so often were the firemen.

13. Did Southern Pacific ever have any 2-10-0's?

The roster of locos of its subsidiary, the Texas & New Orleans, listed three; Nos. 897-899, Class D-1, 23x28′ 23x28″ cylinders, 51″ drivers, 190 lbs. pressure, exerted 49,900 lbs. t.f., and were built by Baldwin in 1903.

14. I'm a Boston & Maine agent. Are sickness benefits payable before an applicant recovers from illness or injury?

Yes, these benefits are payable while you are unable to work. A claim form is usually mailed to you at the end of each 14-day registration period. When it is completed, signed, and returned to the Board, a benefit check is mailed to you.

15. Which railroad is the furthest east in North America?

The standard-gage Canadian National line from Cape Breton to Sydney, Nova Scotia, longitude 60.11° W, opened on January 1, 1891.

16. What line was the SV&E?

Sacramento Valley & Eastern, Incorporated in 1906, it ran from Pitts to Bully Hill, Calif., 16 miles; had two locos and four cars, and was abandoned in 1932.

17. Did the Pennsy ever have any Camelbacks?

They built three in their Juniata shops in 1899, to compete with Reading speedsters. Numbered 698, 700, and 820, they were designed as E-1 class Atlantic, 20½x26″ cylinders, 80″ drivers, 205 lbs. boiler

Baltimore & Ohio-Chessie System eastbound coal drag on the Washington line in July, 1974. Old 1875 Point of Rocks, Md., depot in rear.

James B. Armstrong, 2127 California St. N.W., Washington, D.C. 20008

pressure. The fireboxes were of a combination Belpaire and Wootten design. A peculiar feature was the use of six-wheeled tanks, which were discarded when the locos went over to the Long Island some years later. The LI renumbered them 198, 199, and 200. They ran until 1912, when they were retired and scrapped.

18. When did Chicago Elevated see its first electric cars?

These were seen for the first time in 1895, after Chicago Elevated Railway had been operated Forney 0-4-4T's for a few years.

19. Where was the first two-foot gage in the United States?

The Bedford & Billerica R.R. in Massachusetts, opened Nov. 28, 1877. At one time there were fourteen two-foot-gage lines in the U.S., ten of them in Maine. The last to go in the Pine Tree state was the Monson in December, 1944.

20. When was mail first carried by train?

Liverpool & Manchester Ry. in England had this honor on Nov. 11, 1830. However, it wasn't until eight years later that an Act of Parliament gave full authorization to carry mail by rail. In that same year the Grand Junction Railway of Liverpool built the first sorting car to be specially constructed and to include the first apparatus for picking up and dropping mail bags while in motion.

21. Do any dieselized railroads use track pans?

Yes. Collector pans, made by Armco Steel Corp. of Middletown, Ohio, consist of a modular system of steel pans and drains which can be easily installed on existing or newly-laid tracks. They are designed to catch spilled diesel fuel, dripping oils, and greases or other railroad pollutants at fueling stations, ready tracks, tank car loading and unloading areas, washing and cleaning facilities and on hump tracks above journal lubricators.

Running Extra

Regarding item in Aug. '74 issue about Atlanta streetcars, I remember Joel Hart as one of Atlanta's leading businessmen. Two systems existed around 1900. The River Line, about 10 miles long, ran to the Chattahoochee River. There was also the Georgia Ry. & Elec. Co., where I worked from 1905 to 1908 under its president, H.M. Atkinson, who had come from Boston. This company also owned the streetcar company in Los Angeles and we used to compare growth each month. Among my memories is the Fair Street to Grant Park "dummy" line.—Emmett Atkinson (89 years young), Habana Plaza Nursing Center, 2916 Habana Way, Tampa, Fla. 33614.

When was the experimental wireless telegraph station installed in one end of a passenger coach? What was the outcome?—Paul Montgomery, (Morse telegraph call WS), Rte. 1, Lewiston, Mich. 49756.

I read where NYC's Niagara No. 5500, with poppet valves, was the heaviest and most powerful 4-8-4 built. How did she compare with Santa Fe 2900 and Union Pacific 800?—Herman Wilson, 13 Washburn St., Gloversville, N.Y. 12078.

I have a pair of cuff-links and a tie-tac made from 1922 railroad crosstie date nails. Where can I get a set for 1921, my birth year?—Frank Stock, 2614 Whalen, Hamtramck, Mich. 48212.

Someone asked can PA diesels be made to smoke? Yes and no. PA's and other Alco engines smoke heavily while accelerating from a stop (or idle) because the engine (prime mover) starves for air till the turbocharger catches up with the right amount or velocity of air. EMD engines (turbo and roots blower) will smoke heavily on acceleration if they haven't been working hard—say in switching or idling at the roundhouse. This is because of the cylinders getting "carboned" or still below operating temperature. If the air filters are plugged on GE engines they will smoke in the advanced throttle ranges and usually won't quit. A bad turbo or blower or air filter on any engine will cause smoking. It is not possible to make an engine in good shape to smoke like a steam loco. This can be done only in special instances like those explained above.

I was a Milwaukee Road machinist in Tacoma, Wash., and later ran a rail loco crane for 3½ years. I'm now a Navy engineman, but still have my machinist and crane operator cards and will return to railroading after I leave the Navy.—Karl Symons.

Are any books of railroad fiction stories still in print besides *Headlight & Markers* and *Open Throttle*?—Hargis Westerfield, 713-15 W. 25, Kearney, Neb. 68847.
(*Ed note:* See page 57.)

I want back issues of *Railroad* having following Union Pacific info, drawings, etc. on EMD DDA 40X, GE U50B, U50C, GE gas-turbines, Bituminous Coal Institute turbine, Baldwin steam turbines. Also Pennsy No. 6200, C&O Nos. 500-502, N&W No. 2300, and new Amtrak units GE GG-1 and E-60.—James Carpenter, 494 Chestnut St., Meadville, Pa. 16335.

Any railfan tell me what locos carried builders plates appearing in your Feb. '74 issue? They were Alcos 68734 Dec. 1936, 38743 Dec. 1905, rebuilt June, 1915, Baldwin 73984, June, 1949, and Lima 6838, Aug. 1924.—Ronald Salisbury, 737 Conception Ave., Spring Valley, Calif. 92077.

Which railroad had a loco with Baldwin number 13713, built Sept. '93?—G.M. Kidder (author of *Railway to the Moon*), RD1, Acton, Mass. 01720.

Anyone have info on use of Des Moines & Central Iowa R.R. heating unit 412? This car of wood construction looked like a boxcar and appears to have been built from one. What was it used for?—W.E. Miller, 16-260 Southward Dr., Galt, Ont., Canada N1S 3S6.

What are the address and membership fee of the National Assn. of Railroad Passengers?—Randall Gellems, 1303 Quincy Dr., Wilmington, Dela. 19803.

How many steam locos are running in the world today?—Kesler Morrison, Rte. 2, Stony Point, N.C. 28678.

In the early 1930s, when the *20th Century Limited* had three or four minor accidents, the ICC sent two inspectors to look into the matter. At the time, I remember reading in a New York newspaper that the inspectors reported the *Limited's* average speed through the Mohawk Valley as 119 mph. Was this speed correct?—L. Rusch, Glenham, N.Y.

Dennis Falter asked about disposition of Baltimore & Annapolis 50. She resides at the B&O's Riverside roundhouse at Baltimore, Md., and often is used by the B&O to move dead engines about the roundhouse. Other times she switches industrial sidings on Light Street. No. 50 is still owned by B&A, which continues to run freight service. When the line operates, about twice weekly, it uses Chessie-B&O power with a B&A crew.—Richard Meyer, 102 Fourth Ave. S.E., Glen Burnie, Md. 21061.

I have a square caulking tool that has "PFW&C Ry." stamped on all four sides. What road was this?—Jared Perkins. 717 Franklin, Spooner, Wis. 54801.

I want railroad maps, booklets of trackage in Peru, Ecuador, and Bolivia. I visited Peru recently and went by steam from Cuzco to Maccho Piccho, usually served by diesel. Cuzco yards are full of old steam locos. Anyone identify them?—J. Monhoff, RR1, Box 236, Calistoga, Calif. 94515.

SOO AS-16 No. 380 idling in yards at Ironwood, Mich., in 1955. Loco was built for the Minneapolis, St. Paul & Sault St. Marie.

Soo Line Roster Notes

Roster is based on data from Soo Line's chief mechanical officer; Devco's manager of traffic, trans. & shipping; Nekoosa Edwards Paper's Supt. Intermill Railroad; SR&N's vice pres. and gen. manager; Vermont Railway's vice pres. and gen. manager; Becker Sand & Gravel's gen. purchasing Agent; D&S' purchasing agent & asst. gen. manager; MT's master mechanic; and USS Agri-Chemicals manager, sales/traffic coordination. It is accurate as of June 13, 1974.

Abbreviations used: DSS&A—Duluth South Shore & Atlantic; MSP&SSM—Minneapolis, St. Paul & Sault St. Marie; WC—Wisconsin Central; Alco-GE—American Locomotive Co.-General Electric Co.; BW—Baldwin-Westinghouse; BLHW—Baldwin-Lima-Hamilton-Westinghouse; GM-EMD—General Motors-Electro Motive Div.; GM-EMC—General Motors-Electro Motive Corp.; FM—Fairbanks-Morse; GE—General Electric Co.; Alco Pr.—Alco Products. Tractive effort and weight are in pounds.

Units still on the roster: 204A, 212A,B-214A,B, 300-301, 317, 320, 350-352, 371 (2nd), 375-378, 381-383, 400-46, 500A, 501A,C-503A,C, 504-505, 550-558, 700-774, 800-809, 2108, 2110-2115, 2200A,B,C-2203A,B,C, 2204C, 2225A,B,375-378,2226A,B,2227B, 2228A,B-2203A,B, 2361, 2381, 2400-2413, 2500A,C-2501A,C, 2550-2556.

(1) 101, 103 were sold to Alco Pr. (11/11/63), then to the Algers, Winslow & Western, renumbered 3-4. 102 was sold to GE (11/13/67), then to George R. Silcott renumbered 102; then to Vermont Ry., renumbered 404; then to the Sabine River & Northern, renumbered 104 (7/72). 104 was sold to the AW&W, renumbered 5 (8/4/65).

(2) These units were retired and scrapped: 107 (11/21/66), 310 (11/22/63), 316 (10/10/73), 353 (1/9/74), 360 (11/13/67), 361 (11/22/64), 363-366 (11/22/63), 367 (2/10/65), 372 (10/71), 374 (11/13/67), 384 (11/13/67), 385 (6/14/65), 386-387 (8/4/64), 388 (4/11/67), 389 (2/10/65), 390 (4/11/67), 391 (2/10/65), 394 (11/13/67), 395-396 (2/10/65), 398 (6/14/65), 2100 (4/11/67), 2101 (6/14/65), 2102 (11/13/67), 2104 (4/11/67), 2116 (9/15/73), 2368 (6/14/65), 2380 (6/4/74).

(3) These units were sold to GM-EMD in trade for 726-731: 200A,B (2/24/65); 201B (3/23/65); 203A,B (3/16/65); 204B (3/23/65). These units were sold to GM-EMD in trade for 722-725: 201A (5/27/64); 202A,B (5/27/64); 207A (1/31/63).

(4) These units were sold to GM-EMD in trade for 700-721: 205A (5/3/63); 205B (3/31/63); 206A (3/1/63); 206B (3/31/63); 207B (5/30/64); 208A,B (1/30/63); 209A (2/22/63); 209B (3/31/63); 210A (5/3/63); 210B (3/1/63); 211A (3/31/63); 211B (3/1/63); 2220A (5/2/63); 2220B (3/31/63); 2221A (3/1/63); 2221B (1/31/63); 2222A (3/3/63); 2222B (5/2/63); 2223A (1/31/63); 2223B (2/22/63).

(5) 362 was sold to Birmingham Rail & Locomotive (6/8/62), then to the Durham & Southern, renumbered 362 (11/63); then to Rail-to-Water Transfer (1973).

(6) 370-371 (1st) were renumbered 368-369 (2nd) and sold to Alco Pr. in trade for 415-416 (3/7/62). 368-369 (1st) were renumbered 370-371 (2nd) (1963). 370-371 (2nd), 372-374 were retrucked with 4-wheel trucks from retired Baldwins (1963-1964). 370 (2nd) was sold to Minnesota Transfer, renumbered 202 (3/9/64); then sold to Birmingham Rail & Locomotive (1970); then sold to USS Agri-Chemicals Division of U.S. Steel, renumbered 202. After retrucking, units weighed 240,000 pounds and had a tractive effort of 60,000 lbs.

(7) 395 was originally BLHW demonstrator 1600, then DSS&A 211 (3/53), then DSS&A 395.

(8) 2103 sold to Nekoosa Paper Co., renumbered 10 (1965), then scrapped.

(9) 2360, 2362, 2364-2366 were sold to Birmingham Rail & Locomotive (10/29/61); then so the Sydney & Louisburg, renumbered 209-212, 300; then inherited by Devco Ry., renumbered 209-212, 300.

(10) 2380 converted to B-B in 1963.

(11) 500A,C, 501C, 2500A,C, 2501C were originally GM-MD demonstrators 9051-9053, 7001-7003; then 500A,B, 501C, 2500A,C, 2501C; then 500A,C, 501C; 2500A,C, 2501C.

(12) 330 was sold to Garrison Spillway Constructors (9/30/52), then to Becker Sand and Gravel and renumbered 2, then scrapped (1972).

(13) 373 sold to GM-EMD in trade for 746-749 (8/23/70).

(14) The following units were sold to GE in trade for 800-809: 312 (6/10/68); 314 (6/10/68); 380 (6/10/68); 2367 (6/10/68).

(15) These units were sold to GM-EMD in trade for 732-735: 397 (1/4/67), 399 (1/4/67). (16) Omitted.

(17) 500C was destroyed in an accident at White Bear Lake, Minn. (11/8/61).

(18) 500B-503B renumbered 500C-503C.

(19) 736-745 were to have been numbered 810-819.

(20) These units were sold to GM-EMD in trade for 736-745: 311 (5/8/69), 313 (5/11/69), 379 (6/27/69), 392-393 (5/8/69), 2105 (8/5/69), 2106 (9/24/69), 2107 (1/12/70), 2109 (5/8/69), 2363 (6/25/69).

(21) These units were sold to GM-EMD in trade for 757-761: 315 (6/18/72), 318 (4/10/72), 319 (5/8/72), 2224A (4/10/72), 2227A (3/24/72).

(22) 2224B destroyed in an accident (11/73).

(23) DSS&A 200-211 renumbered DSS&A 384-395. DSS&A 300-303 were renumbered DSS&A 396-399.

(24) These units were sold to GM-EMD in trade for 750-756: 100 (4/23/71), 105 (5/28/71), 106 (6/8/71).

What do the 13 colored numbered stripes on the 10x22″ black background on railroad rolling stock mean? How many varieties are there? I recently saw them on a boxcar in the Providence & Worcester's Darlington freight yard.—Paul Maziarz, 16 Clinton St., Pawtucket, R.I. 02861.

Add the Lake Shore & Michigan Southern to your list of lines having trains running on the left side.—Stanley Michael, 689 Wellmon St., Bedford, Ohio 44146.

Info wanted on the Illinois Northern Ry. Where does it run? When was it built? Does it connect with other railroads?—Walt Sylvester, 100 Hyde Park Ave., Bellwood, Ill. 60104.

CN 47 was not an 0-6-0, but a 4-6-4T, Baltic tank loco, class Y10a, built by Montreal Loco Works in 1914 and assigned, with her five sisters most of their lives, to the Montreal Vaudreuil Lakeshore commuter service. The service was discontinued around 1955 and this type of engine ended its life on the very short shuttle service between Pt. Calumet and St Eustache, Que. Three of them are preserved.—Gustave Portelance, 1430 rue St.-Marc, App. 1007, Montreal, Que., Canada H3H 2G3. (*Ed. note:* Conway Scenic R.R. renumbered an ex-CN 0-6-0 7400 series to No. 47).

Anyone give me info on an AT&SF loco, looking like a 2-8-0, that was in an abandoned mine scene on a recent Nikia TV program? The scenes were authentic, no props. Why was she abandoned at the mine? Did the mining company own her? Why was the mining company abandoned and how much trackage was involved?—J.C. Meyers, 515 W. 28th St., Vancouver, Wash. 98660.

I have a brass key from the West with the initials DRI&NWR? What road?—John Boehner, 119 Montclair Ave., Little Falls, N.J.

SOO RSC-3 No. 374, later retrucked to B-B, shown idling in Cole Harbor, N.D., 20 years ago.

Jim Edmonston collection

Soo Line Railroad

Locomotive Roster Compiled by Sy Reich

Ownership	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
DSS&A	100-101	1000	Alco-GE	RS-1	B-B	60,875	243,500	1945	1,24
DSS&A	102	1000	Alco-GE	RS-1	B-B	61,875	247,500	1946	1
DSS&A	103-105	1000	Alco-GE	RS-1	B-B	61,875	247,500	1947	1,24
DSS&A	106	1000	Alco-GE	RS-1	B-B	61,875	247,500	1947	24
DSS&A	107	1000	Alco-GE	RS-1	B-B	61,550	246,200	1951	2
DSS&A	200-202	1500	BW	DRS 6-6-1500	C-C	82,450	329,800	1949	2,23
DSS&A	203	1500	BW	DRS 6-6-1500	C-C	82,450	329,800	1950	2,23
DSS&A	204-208	1600	BLHW	AS-616	C-C	81,550	326,200	1951	2,20,23
DSS&A	209-210	1600	BLHW	AS-616	C-C	82,275	329,100	1952	2,20,23
DSS&A	211	1600	BLHW	AS-616	C-C	89,500	358,000	1952	2,7,23
MSP&SSM	200A,B-204A,B	1500	GM-EMD	F3A	B-B	57,680	230,725	1947-8	3
MSP&SSM	205A,B-206A,B	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948	4
MSP&SSM	207A,B-209A,B	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948	3,4
MSP&SSM	210A,B-211A,B	1500	Alco-GE	FA-1	B-B	58,250	233,000	1949	4
MSP&SSM	212A,B	1500	GM-EMD	F7A	B-B	57,795	231,180	1951	
MSP&SSM	213A,B-214A,B	1500	GM-EMD	F7A	B-B	57,795	231,180	1952	
DSS&A	300-302	2000	BW	DT 6-6-2000	C-C	88,687	354,750	1949	2,15,23
DSS&A	303	2000	BW	DT 6-6-2000	C-C	88,687	354,750	1950	15,23
MSP&SSM	300-301	1000	GM-EMC	NW2	B-B	62,640	250,560	1939	
MSP&SSM	310	1000	Baldwin	VO 1000	B-B	60,933	243,730	1945	2
MSP&SSM	311-312	1000	BW	DS 4-4-1000	B-B	57,735	229,500	1949	14,20
MSP&SSM	313-314	1200	BLHW	S-12	B-B	59,250	237,000	1952	14,20
MSP&SSM	315	1200	FM	H12-44	B-B	60,745	242,980	1952	21
MSP&SSM	316-319	1200	FM	H12-44	B-B	60,745	242,980	1954	2,21
MSP&SSM	320	600	GM-EMC	SW1	B-B	50,630	202,520	1939	
MSP&SSM	321-328	1200	GM-EMD	SW1200	B-B	61,795	247,180	1954-5	
MSP&SSM	330	380	GE	44 ton	B-B	22,000	88,000	1941	12
MSP&SSM	350-351	1000	Alco	RS-1	B-B	60,995	243,980	1954	
MSP&SSM	352-353	1000	Alco	RS-1	B-B	60,995	243,980	1954	2
MSP&SSM	360-367	1500	BW	DRS 4-4-1500	B-B	63,250	253,000	1947-8	2,5
MSP&SSM	368-369 (1st)	1500	Alco-GE	RSC-2	A1A-A1A	40,425	242,500	1949	6
MSP&SSM	368-369 (2nd)	1500	Alco-GE	RSC-2	A1A-A1A	40,425	242,500	1949	6
MSP&SSM	370-371 (1st)	1500	Alco-GE	RSC-2	A1A-A1A	40,425	242,500	1949	6
MSP&SSM	370-371 (2nd)	1500	Alco-GE	RSC-2	A1A-A1A	40,425	242,500	1949	6
MSP&SSM	372-374	1600	Alco-GE	RSC-3	A1A-A1A	41,795	250,760	1950	2,13
MSP&SSM	375-376	1500	GM-EMD	GP7	B-B	61,400	245,600	1950	
MSP&SSM	377-378	1500	GM-EMD	GP7	B-B	61,400	245,600	1951	
MSP&SSM	379-380	1600	BLHW	AS-16	B-B	64,000	256,000	1951	14,20
MSP&SSM	381-383	1500	GM-EMD	GP7	B-B	61,400	245,600	1952	
DSS&A	384-386	1500	BW	DRS 6-6-1500	C-C	82,450	329,800	1949	2,23
DSS&A	387	1500	BW	DRS 6-6-1500	C-C	82,450	329,800	1950	2,23
DSS&A	388-392	1600	BLHW	AS-616	C-C	81,550	326,200	1951	2,20,23
DSS&A	393-394	1600	BLHW	AS-616	C-C	82,275	329,100	1952	2,20,23
DSS&A	395	1600	BLHW	AS-616	C-C	89,500	358,000	1952	2,7,23
DSS&A	396-398	2000	BW	DT 6-6-2000	C-C	88,687	354,750	1949	2,15,23
DSS&A	399	2000	BW	DT 6-6-2000	C-C	88,687	354,750	1950	15,23
MSP&SSM	400-410	1750	GM-EMD	GP9	B-B	61,585	246,340	1954-5	
MSP&SSM	411	1750	GM-EMD	GP9	B-B	61,585	246,340	1956	
MSP&SSM	412-414	1750	GM-EMD	GP9	B-B	61,585	246,340	1957	
MSP&SSM	415	2400	Alco Pr.	RS-27	B-B	63,925	255,700	1962	6
Soo Line	416	2400	Alco Pr.	RS-27	B-B	63,925	255,700	1962	6
MSP&SSM	500A	1500	GM-EMD	FP7A	B-B	64,300	257,200	1949	11
MSP&SSM	501A	1500	GM-EMD	FP7A	B-B	69,500	278,000	1950	
MSP&SSM	500B-501B	1500	GM-EMD	F7B	B-B	55,430	226,870	1949	11,18
MSP&SSM	500C-501C	1500	GM-EMD	F7B	B-B	55,430	226,870	1949	11,17,18
MSP&SSM	502A-503A	1500	GM-EMD	FP7A	B-B	69,500	278,000	1951	
MSP&SSM	502B-503B	1500	GM-EMD	F7B	B-B	63,110	252,450	1951	18
MSP&SSM	502C-503C	1500	GM-EMD	F7B	B-B	63,110	252,450	1951	18
MSP&SSM	504-505	1500	GM-EMD	FP7A	B-B	64,300	257,200	1952	
MSP&SSM	550-552	1750	GM-EMD	GP9	B-B	62,885	251,540	1954	
MSP&SSM	553-556	1750	GM-EMD	GP9	B-B	62,885	251,540	1955	
MSP&SSM	557-558	1750	GM-EMD	GP9	B-B	62,885	251,540	1956	
Soo Line	700-721	2250	GM-EMD	GP30	B-B	63,870	255,480	1963	4
Soo Line	722-725	2500	GM-EMD	GP35	B-B	65,620	262,480	1964	3
Soo Line	726-731	2500	GM-EMD	GP35	B-B	65,620	262,480	1964-5	
Soo Line	732-735	3000	GM-EMD	GP40	B-B	65,960	263,840	1967	15
Soo Line	736-745	3000	GM-EMD	SD40	C-C	91,875	367,500	1969	19,20
Soo Line	746-749	3000	GM-EMD	SD40	C-C	91,875	367,500	1970	13
Soo Line	750-756	3000	GM-EMD	SD40	C-C	91,875	367,500	1971	
Soo Line	757-761	3000	GM-EMD	SD40-2	C-C	91,875	367,500	1972	21
Soo Line	762-766	3000	GM-EMD	SD40-2	C-C	91,875	367,500	1973	
Soo Line	767-774	3000	GM-EMD	SD40-2	C-C	91,875	367,500	1973	
MSP&SSM	800-809	3000	GE	U30C	C-C	91,392	365,568	1968	14
WC	2100-2102	900	GM-EMC	NW1A	B-B	63,250	253,000	1938	2
WC	2103-2104	1000	Alco-GE	S2	B-B	57,750	231,000	1942	2,8
WC	2105	1000	Alco-GE	S2	B-B	57,750	231,000	1946	13,20
WC	2106-2107	1000	Alco-GE	S2	B-B	57,750	231,000	1946	20
WC	2108	1000	GM-EMD	NW2	B-B	61,410	245,640	1948	
WC	2109-2110	1000	Alco-GE	S2	B-B	57,500	230,000	1949	20
WC	2111-2115	1200	GM-EMD	SW9	B-B	61,775	247,100	1952	
WC	2116	1000	Alco-GE	S4	B-B	57,500	230,000	1952	2
WC	2117-2119	1200	GM-EMD	SW9	B-B	61,775	247,100	1953	
WC	2120-2127	1200	GM-EMD	SW1200	B-B	61,795	247,180	1955	
WC	2200A,B	1500	GM-EMD	F3A	B-B	57,250	229,000	1948	
WC	2200C	1500	GM-EMD	F3B	B-B	55,430	226,870	1948	
WC	2201A,B-2203A,B	1500	GM-EMD	F7A	B-B	69,500	278,000	1949	
WC	2201C-2203C	1500	GM-EMD	F7B	B-B	55,430	226,870	1949	
WC	2204C	1500	GM-EMD	F7B	B-B	55,430	226,870	1952	
WC	2220A,B-2222A,B	1500	Alco-GE	FA-1	B-B	58,250	233,000	1949	4
WC	2223A,B	1500	Alco-GE	FA-1	B-B	58,250	233,000	1949	4,22
WC	2224A,B-2225A,B	1500	GM-EMD	F7A	B-B	57,575	230,300	1950	
WC	2226A,B-2227A,B	1500	GM-EMD	F7A	B-B	57,575	230,300	1951	21
WC	2228A,B-2230A,B	1500	GM-EMD	F7A	B-B	57,575	230,300	1953	
WC	2360-2361	1000	Alco-GE	RS-1	B-B	60,575	242,300	1950	9
WC	2362	1000	Alco-GE	RS-1	B-B	60,575	242,300	1950	9
WC	2363-2364	1000	Alco-GE	RS-1	B-B	60,575	242,300	1951	9,20
WC	2365-2367	1000	Alco-GE	RS-1	B-B	60,575	242,300	1951	9,14
WC	2368	1000	Alco-GE	RS-1	B-B	60,575	242,300	1952	2
WC	2380	1600	Alco-GE	RSC-3	A1A-A1A	41,850	251,100	1951	2,10
WC	2381	1750	GM-EMD	SD9	C-C	74,150	296,600	1954	
WC	2400-2409	1750	GM-EMD	GP9	B-B	61,585	246,340	1954	
WC	2410	1750	GM-EMD	GP9	B-B	61,585	246,340	1956	
WC	2411-2413	1750	GM-EMD	GP9	B-B	61,585	246,340	1957	
WC	2500A	1500	GM-EMD	FP7A	B-B	69,500	278,000	1949	11
WC	2500C-2501C	1500	GM-EMD	F7B	B-B	55,430	226,870	1949	11
WC	2501A	1500	GM-EMD	FP7A	B-B	69,500	278,000	1950	
WC	2250-2554	1750	GM-EMD	GP9	B-B	62,885	251,540	1954	
WC	2555	1750	GM-EMD	GP9	B-B	62,885	251,540	1955	
WC	2556	1750	GM-EMD	GP9	B-B	62,885	251,540	1956	

Pretty wife Marcia and Roger M. Cortani in 1969.

Outside Brisbane, Calif., roundhouse in Dec. 1973.

Managing Editor of a Railfan Magazine

Interesting Railfan 146: ROGER M. CORTANI

by Freeman Hubbard

AS MANAGING EDITOR of the *Pacific News*, a railfan monthly, Roger Cortani oversees production, art layouts, illustration of articles, and general contents. The magazine basically covers Western railroading: steam, diesel, electric, rapid transit, and short lines—past, present, and future.

Roger has two nicknames, "Red" and "Cortney." He was born on February 8, 1946, at the Ft. Brooks Naval Hospital of the U.S. Army Air Force in San Juan, Puerto Rico. For that reason and because his father was a first lieutenant in the Air Force, Roger is fascinated by military aircraft, particularly Naval, in addition to his railfan hobby. Tinkering with autos also has caught his fancy; he is constantly fooling with his Mercedes-Benz.

His father died when the lad was only nine months old, so he and his mother moved to Sunnyvale, Calif., to live with his grandparents, Mr. and Mrs. Ned Vukosavich. Even after Mom remarried, he continued to stay with his grandparents until he was fifteen and a half years old.

"We occupied a house opposite the depot and overlooking the Southern Pacific's coast route," he recalls. "My earliest memory of train-watching was, while seated in my stroller, seeing the local steam switcher tend to its chores in and about the city's bustling canneries. I'll never forget the SP's typical silvered boilerfronts and large Vanderbilt tenders. My grandparents often took me to the San Jose roundhouse, which I enjoyed.

"Saturday mornings usually found me standing beside the tracks waiting for the southbound *Coast Daylight* to pass. It was the most beautiful train I've ever seen. When its 4-8-4's, class GS, disappeared, I found the newer E8 and PA's attractive but much less appealing."

Roger's stepfather, Pete Stankovich of Menlo Park, Calif., recalls that when our hero was still a baby they often went to the SP station near their home to watch the commuter trains, the *Lark*, and the *Daylight*.

"Lifted up, as close to the rails as safety permitted," says Mr. Stankovich, "he'd look down the tracks for the headlight glare. The moment it showed up his face lit up with intense interest. You could have prophesied even then that he'd be a railfan. To say he knew what a 4-8-4 was even before he could count up to 100 is no exaggeration. He'd build railroad layouts of his own devising from modeling clay and toothpicks on a large picnic-size table in the basement of his home, including tunnels, trees, landscaping, etc., as well as tracks with working switches and hand-fashioned locomotives."

Roger also cultivated a talent for drawing. He'd spent endless hours with sketch pad in hand at railroad depots, picturing old steam engines and endlessly-appealing Pullman cars. And he developed a fondness for tinkering with automobiles. As a high school student, he bought a wornout 1928 Ford, model A, and restored it at what must have been several times the original cost new. as the years came and went, his skill in art design grew to such an extent that he received a Ford scholarship to Art Center School, from which he graduated with honors. Since then, he has won a couple of national awards for historical illustrations.

Roger is not interested in sports, but enjoys country and Western music on his record-player. He collects Pullman and SP passenger-train memorabilia,

Southern Pacific No. 8693 U33-C slumbers through the deep night outside San Jose, Calif., roundhouse.

All three railroad photographs by Roger M. Cortani.

Southern Pacific's Coast Daylight is just a blur as it roars through San Jose, Calif., Jan. 10, 1970.

and his favorite railroad authors are Dunscomb, Beebe, Dubin, Church, and Strapac.

His illustrations have appeared in *Playboy, Time, Newsweek, SP Motive Power Annual,* and annual reports and brochures for big industrial concers such as International Video Corp., Hewlett-Packard, IBM, Wickland Oil Co., ITEL Corp., Cal-Tex Semi-conductor, and North American Rockwell. He has also done work for National Aeronautics and Space Administration, Glenwood Publishers, Fairchild Semiconductor, etc.

Meanwhile, in 1964, as a high school senior, he developed a crush on a blue-eyed blonde freshman named Marcia Brooks, who is real pretty.

"At that time," Marcia remembers, "my best girl-friend was keeping company with Roger while I was dating a boyfriend of his. Later, we exchanged partners and I have been going with Roger ever since, currently as his wife. We were married seven years ago. Roger was then—and still is—talkative and self-assured, I felt insecure, quiet, and shy; but under his tutelage, I slowly gained self-confidence.

"Eventually he found an illustrating job that not only pays rather well but satisfies him and offers a good future. As I also work and we have no children to support (only two wire-haired terriers, Waldo and Missy), he is not under financial pressure. His interests lie almost entirely outside the home and I don't think he feels obligated to be a domestic husband."

Roger lacks two inches of being a six-footer, has long brown hair and a mustache, brown eyes, and what he calls a "semi-squirrelly build."

"Except in personal appearance," Marcia says, "he is not particularly neat and tidy, nor is he an organized person. I never try to straighten up his study—wouldn't know where to begin—but cleaning up after him keeps me busy. At times he is thoughtful, with a great sense of humor. He is easy to cook for. I am glad his rail hobby gives him so much fun. Roger likes to tease our pet dogs. On one occasion, a playful puppy jumped into the tub while he was taking a bath. It was the first and only time he washed a dog while he was in the tub himself."

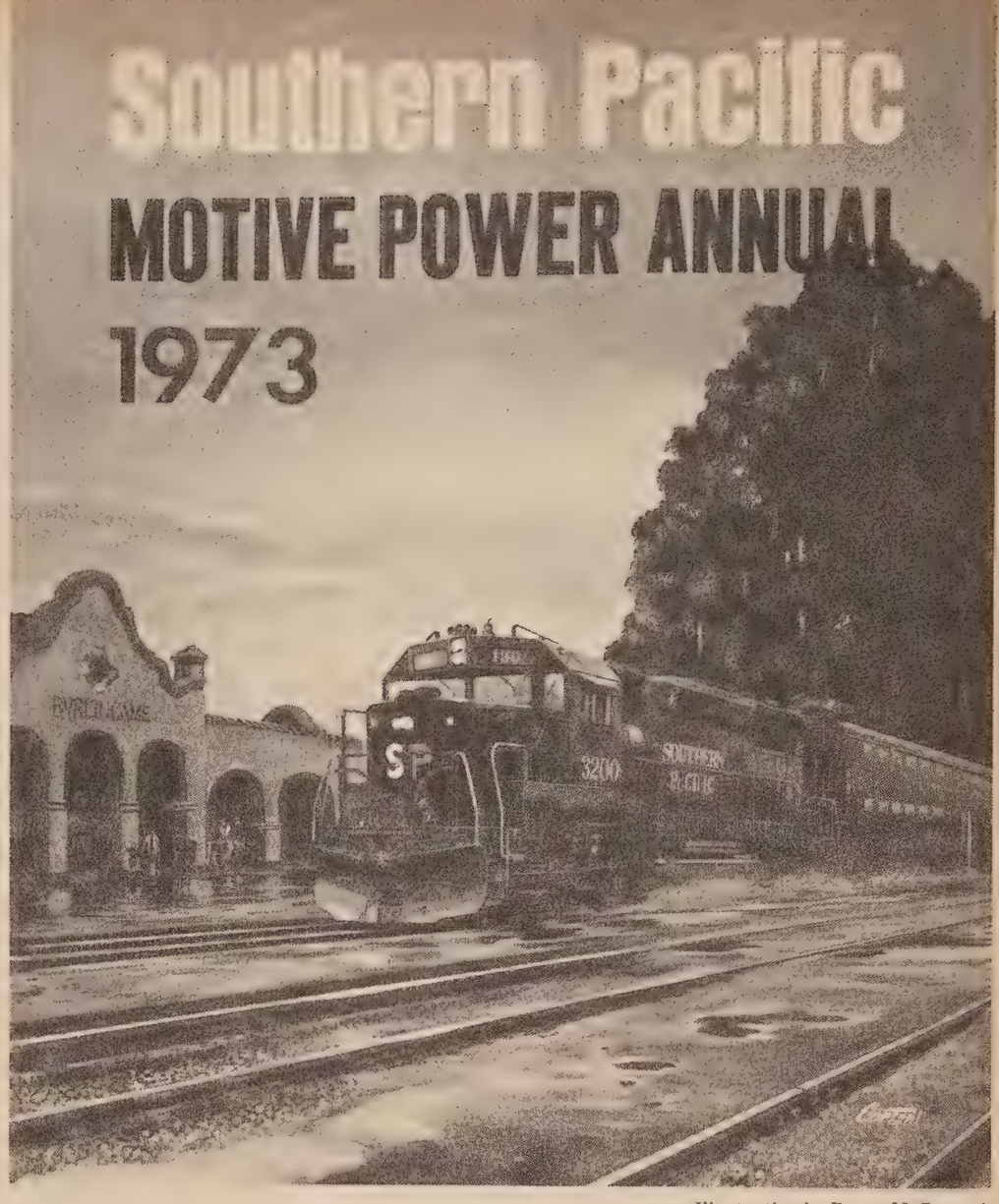


Illustration by Roger M. Cortani

According to hobby-shop proprietor Len McCurley of Campbell, Calif., Roger is temperamental, creative, and talented. Also ambitious and generous and easy to get along with.

Roger describes himself as "a middle-of-the-road conservative who distrusts most politicians." A close friend of his, Paul Woodard of San Jose, Calif., comments: "He is the most stable young man I've ever known." He is no starry-eyed idealist nor champion of lost causes, and has not been known to keep pace with Thoreau's "different drummer." While he shares certain views of the dissidents on college campuses, he resents their methods of seeking changes.

In one respect he is like Thoreau; he seldom reads newspapers. "You could get ulcers if you took the news too seriously," he says. To help stem the crime wave, he is thinking about joining the police reserves.

Paul tells us that Roger instills his own love of railroading into the people he meets, but the disappearance of steam in his area in 1958 took the edge off his own enthusiasm. Most of his rail-picture trips have been taken with Murray Dey, Bill Roberts, Jr., and Ray Wilson. On rare occasions his wife also goes along.

The *Pacific News,* which has ten people on its masthead, in addition to nine staff contributors, has 32 slick-paper pages, well illustrated, is published at 1012 Oak Grove Ave., Burlimgame, Calif. 94010, and sells at 80 cents a copy, $8 a year in North America, $9 a year elsewhere. Its high-quality layouts and good photographic reproductions are due largely to *Interesting Railfan* Roger Cortani.

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

Rail Fiction Classics, edited by William C. Jones, 800 pages, 5½x7½", hard cover, illustrations, Intermountain Chapter, NRHS, Box 5181, Denver, Colo. 80217, $14.50.

After being out of print for many years, three reprints of some of the all-time most popular works of railroad fiction have been published by one of the nation's top railbuff clubs. These three are *The Nerve of Foley,* by Frank Spearman; *The Last Spike,* by Cy Warman, and *Whispering Rails,* by Gilbert Lathrop. Gil was known to and still remembered by a great many readers of *Railroad Magazine* for the very large number of fiction stories and fact articles he wrote for us. In fact, only four months before his death in March, '69, *Railroad* carried his last contribution, "Sandhouse Parties." All three of the three books, now under one cover, were written during the glory days of steam and steel. Spearman's came out in 1900, Warman's in 1906, and Lathrop's in 1936. *Rail Fiction Classics* is printed on quality book stock and sturdily bound with a gold-stamped hard cover, specially duplicated from the cover of an original copy of *The Last Spike.* Otto Kuhler another of our *Interesting Railfans,* lends his deft hand in a magnificent drawing on the end sheets that complete an outstanding volume. This would be a worthy addition to any railfan's library.

All Aboard with E.M. Frimbo, by Rogers E.M. Whitaker and Anthony Hiss, 235 pages, 5½x8½", hard cover, illustrations; Grossman Publishers, $8.95.

The name Frimbo, referring to Rogers Whitaker and until recently known to only a select few at *New Yorker* magazine, has been expanded to cover the title of this fine new book, in which the authors relate, somewhat in Lucius Beebe style, the colorful experiences of the world's greatest traveling railfan, who is a director of the Railway & Locomotive Historical Society, a football Boswell and a bon vivant. E.M. Frimbo has clocked more than 2,334,000 miles by rail on six continents, over six decades.

"Cars and planes, sir, are the natural enemies of railroads," answered the great man, early in the book, to a query as to why he rode the rails. "What is a car? A car is a rolling sneeze. A little slice of selfishness. As for planes, I have been trying to get the railroads to fight the airlines by adopting a slogan I have coined: 'Go through Our Mountains, Not into Them.'"

This is an armchair adventure escape from troubled modern times into a more leisurely way of life. Mr. Frimbo, it seems, is doing his best while living in the wrong century. Interesting, indeed, are his escapades across the subcontinent on the Madras & Southern Mahratta, for example, and along the Trans-Siberian line, besides riding up and down and across the U.S., Canada, Europe, and Asia on name-trains that provide the ultimate in fine food and strange, often hilarious, characters met enroute to far-away places. E.M. Frimbo has written this postscript to his book:

"Gentle Reader: Should you, having finished this book, wish to say to me, 'Gee, I wish I'd done that, too,' my answer to you is: 'For God's sake, go and do it, instead of joining the Catalpa Avenue Acey-Deucey Ladies' Whist Club. Get on a train!'"

As one who has known Rogers Whitaker for many years, I can attest to the fact that his rail odysseys are very real. You'll enjoy them. Incidentally, Rogers is one of our *Interesting Railfans.*

British Rail's Advanced Passenger Train is being developed by scientists and engineers at the Railway Technical Centre, Derby, to enable existing railway lines to be used for 150-mph train services without expensive modification. Technical trials of APT-E began in Sept. '73 with first prototype run in '77. Train shown at London. British Rail

Railroad Potpourri, by Homer R. Hill, 80 pages, 6x9", soft cover, fully captioned photos; Hill Press, $4.

Homer Hill has captured 40 years of good rail photography, steam and diesel, from the early 1930's to the mid-1960's. His subjects include roads in Colorado, the Midwest, eastern U.S., and Canada, from Ottawa to the Maritimes. Interesting New England pix show the CV's 600's on the *Ambassador* and "Hoot, Toot, and Whistle" No. 21 at Hoosac Tunnel, and Maine narrow-gages. Lots of fond remembrances among many of these photos.

Periodicals and Journals

The Lensman is edited by *Interesting Railfan* John R. Taibi, Box 486, Brentwood, N.Y. 11717, is issued quarterly, $3.50 a year. Feb. '75 issue has soft covers, 14½x11″ pages, and, as usual, high-quality photos. Back issues (all are available) and sample copies may be had for $1 each. Info on photo requirements sent on request. My only criticism of *The Lensman* is limitation of scope. Its contributors don't seem to have learned yet that railroading has many photogenic phases in addition to locos and trains. But its photos fascinate me.

Central Headlight, New York Central Historical Society, Charles M. Smith, president, 3 Princeton Rd., Strafford-Wayne, Pa. 19087. Handsome 8½x11″ slick-paper newsletter, edited by A.K. Bush and R.B. Street. Contains good pix, maps, diagrams, rosters; published three times a year to 300-plus members. Back issues, although in short supply, are available to current members only at $1 each. Address the Society, P.O. Box 10027, Cleveland, Ohio 44110, stating your membership number on the order. While on the "Water Level Route," a NYC fan would know—but how many others do?—that you can still see an original New York Central steam loco. She's ex-3001, a 4-8-2, now repainted and carrying the Texas & Pacific number 909, behind fencing at the Dallas, Texas, State Fairgrounds.

Canadian Rail, Canadian Railroad Historical Assn., is a fine monthly journal edited by S.S. Worthen, P.O. Box 22, Station B, Montreal, Quebec, Canada H3B 3J5. It carries photos, articles, maps, rosters, tts., diagrams, etc. Regular membership, costing $12 a year, and associated membership, $9, include 12 issues covering Canadian steam, diesel, trolley, and electric roads. Historic Canadian steamboating also comes in for article treatment. We've been trying to get editor Worthen to sit for his portrait, so to speak, in our *Interesting Railfans* series, but he is too shy to do so.

The Western Railroader, Box 668, San Mateo, Calif. 94401, is edited and published by Francis A. Guido, one of our *Interesting Railfans* and a director of the Pacific Coast Chapter of R&LHS. He has a good, newsy, slick-paper monthly. Single copy 50¢. Twelve issues by third-class mail, $2; first-class, $4.50.

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The books are available only by mail. *Railroad Magazine Book Service,* 420 Lexington Ave., New York, N.Y. 10017.

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TWILIGHT OF WORLD STEAM, by Eagleson and Ziel	$14.95	$14.20)
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RAILROAD FREQUENCY LIST, by Norm Metcalf	$ 4.00	($ 3.80)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	($ 8.50)

HOBBY CLUB

conducted by Sy Reich

WE SELDOM lead off the column with a reader's letter, but in this case the contents are so important to the railfan collector that it rates paragraph one. Maybe you have had the same lousy treatment from some clown who is out to coin a fast buck, despite business ethics.

The letter comes from Jim Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101: "As the innocent victim of a railfan fraud, I want to alert others to the possibility of a swindle. An honest dealer in railroad timetables and artifacts sold me an 1878 CB&Q public timetable. When he acquired it he expressed doubts as to its authenticity. Without seeing the document, it was hard for me to judge it, so I purchased it from him with full refund or credit priviledges. Being in the printing and publishing business, I quickly recognized it as a fake.

"The timetable is black and white on a slick sheet of newsprint about the unfolded size of a single sheet of newspaper. Folded, it is about ⅔ the size of a normal public timetable. At the bottom of the front cover fine print states the following: '11-25-'78-6M. Rand, McNally & Co., Printers and Engravers, Chicago 438-N.' Nowhere on the timetable is a warning that it is a modern reproduction."

THE RAILROAD ENTHUSIASTS INC., celebrated their 40th birthday last fall at Portland, Maine, with the 470 Club playing the perfect host. Joe Lajoie, the railfan society's prexy, received a document stating that Governor Francis W. Sargent of Massachusetts proclaimed Oct. 5, 1974, as RRE Day, with the seal of the Commonwealth embossed on a paper noting that enthusiasts had grown from a small group in the Boston area to a national organization stretching from Maine to California, and was the first organization to run a railfan trip.

Another fine group also had occasion to celebrate. This was the Washington, D.C. Chapter of NRHS, which made it 30 years in the book. Lew Pardee, national NRHS president, and Southern's Jim Bistline were among the over 100 who toasted the occasion. Likewise present were several former presidents of the Chapter, going back to their year one, 1944.

B.L. BULGRIN, motive power ed of *Northstar News,* Northstar Chapter of NRHS, writes that the Milwaukee Road has barred railfans from its property in the Twin Cities. According to the road's superintendent, there were just too many photographers around. The ban also includes the scenic Dayton's Bluff mainline area.

This has to be a two-way street. Railfans must remember to get permission to shoot pix and be aware at all times of the area in which they are using their cameras, even with permission. Good picture areas often are heavy traffic locales. Guys, don't wear out your welcome by taking chances. And railroads should realize that railfans, to a major extent, are their biggest boosters.

GOOD NEWS for lovers of Dixie rail lore. Chester B. Geaslen, retired Louisville & Nashville locomotive eagle-eye from Covington, Ky., will soon publish the third volume of his witty *Strolling Down Memory Lane* columns that appeared originally in *The Kentucky Post.*

MANY railfan clubs raise money by issuing annual calendars. Of extreme interest to us is the success and continued operation of all such groups, and that's why we run items and pix that help the gang along.

If other clubs have 1975 calendars for sale, let's hear about them. NARC has a beauty featuring 13 photos of Southern Ry. steam excursions in the Deep South, opening to large 11x17", $2. Add 50¢ for first class postage. Send 50¢ additional with order if you also want specification diagram sheet of the club's famed No. 77; $1 if ordered alone. That's North Alabama Railroad Club, Box 4163, Huntsville, Ala. 35802.

A New York Central calendar with a good photo for each month, with historical dates and notes, sells for $2.50. Ohio residents, include sales tax. Fans shouldn't miss this one. Contact New York Central Historical Society, Inc., Box 10027, Cleveland, Ohio 44110.

Nickel Plate Society has another attractive one of 14 good 8x10" pix of NKP and predecessors, $2.50. Each year they get better and better. Write NKP Historical Technical Society, Box 9254, Ft. Wayne, Ind. 46809.

Thirteen scenes of Michigan railroading (steam, diesel, trolley) in a 10x16" foldout wall-type calendar may be had for $2 from Michigan Railroad Club, Box 586, Dearborn, Mich. 48121. For club members, $1.25 at MRC meeting; if mailed, $1.50.

Rare photos of steam, diesel and electric railroading in and around western New York State, 8½x12", plastic binding, $2.75. Contact Publications Committee, NRHS Buffalo Chapter, Inc., 415 E. Union St., Lockport, N.Y. 14094.

ONE of Canada's lesser-known steetcar systems was La Compagnie de Tramways de Levis, which ran in and to the suburbs of Levis, Que., across from Quebec City. Gerry Burridge of Dorval-Pointe Claire, Que., has devoted half a lifetime to searching for info on it. Anyone who has lore, history, or pix should send them to S.S. Worthen, editor, *Canadian Rail,* Canadian Railroad Historical Assn., P.O. Box 12, Station B, Montreal, Que., Canada H3B, 3J5, who will forward them to Gerry.

YOU gave the reprinting of M.C. Poor's *Denver, South Park & Pacific* a nice plug, but you should caution readers against confusing him with the man who published Poor's *Manual of Rail-*

roads.—Morris Abbott, 33 Driftwood Lane, Milford, Conn.

THE NAME Samuel F. B. Morse is being kept warmly alive through the activity of the Morse Telegraph Club, Inc., a distinctive rail hobby club. Founded in 1942 at a picnic in Los Angeles, Calif., the club is open to those holding certain types of telegraph and radio operator's licenses. One member, Jack Proefrock, a former Santa Fe operator at Fresno, and Winslow, Ariz. recently set up a temporary display of obsolete telegraph sounders, keys, and bugs in the Santa Ana station. He worked for the New York Central from 1940 to 1954, taking time out to serve as shipboard operator with the U.S. Navy during WW 2. He also operates ham radio station K6QEQ. For details write W.F. Dettle, secretary-treasurer of the Club, 1004 Greenough St., Stinnet, Texas 79083.

NOT CONTENT with just reading and talking about their favorite railroad, the Rock Island Technical Society, a group of Midwest fans dedicated to RI history and current operation, rode into Chicago the other day on the Rock Island's *Quad City Rocket.* Met at the station by other RITS members, they visited the road's 47th Street diesel facility and car shops.

St. Nick, waving from Valley Railroad 2-8-0 No. 97, Essex, Conn., was a big pre-Yuletide hit aboard the gay "Hock Patch Santa Claus Special."

SOME 45,000 people visited the first joint exhibition organized by British Rail and the steamtown Preservation group at the society's Carnforth headquarters recently in Lancashire, England. Special trains ran from London, Liverpool, Newcastle, and East Lancs took the crowds to see the old and new motive power on display.

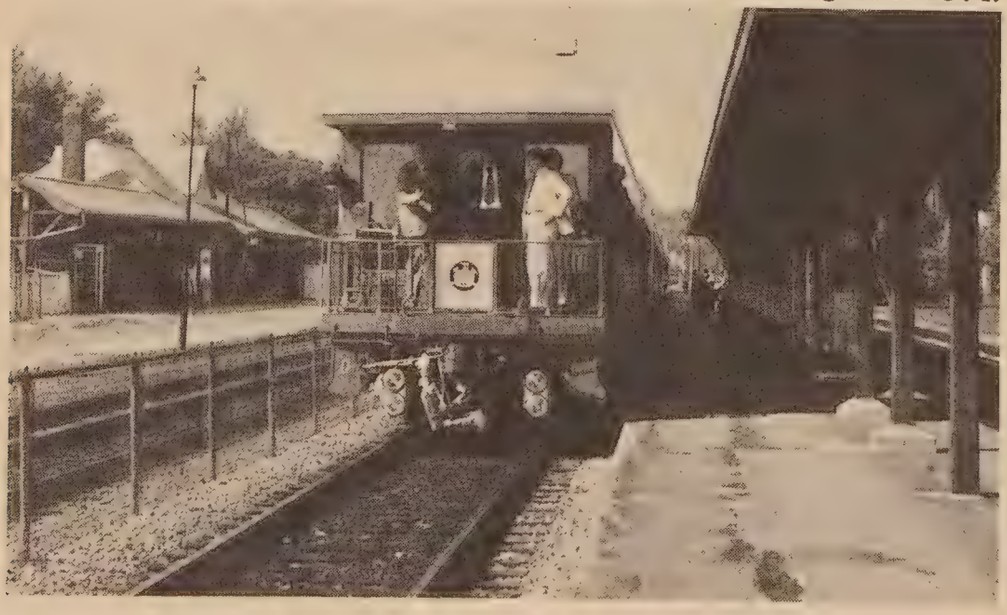
SHARP black and white prints (5x7 or 8x10″) of Boston & Maine diesels on trains for use in an upcoming diesel book are urgently needed by Feb. 1, says B&M Historical Society's *Newsletter.* The Society also seeks good photos of Central Mass. trains, stations, wrecks, construction, etc., from the beginning of the line to the present. This material will be used in a project now in the planning stage. Contact the *Newsletter's* editor, P.O. Box 302, Reading, Mass. 01867.

FOR THE SECOND consecutive year, Steam Tours used passenger cars owned by Lake Shore Railway Historical Society of North East, Pa., on an excursion last October over the Pittsburgh & Shawmut. LSRHS members Jim Caldwell, Sally and Ted Church, Bob Linsey, Rick McClure, and Walt Timler helped prepare coaches 1399 and 3573 and the sleepers *Central Park, Port of Windsor,* and *Pend O'Reille River,* reports their newsletter *The Lake Shore Timetable.*

PACIFIC Northwest Chapter of NRHS has for sale an 11½-foot erection drawing of the Z-8 type articulated loco of the Northern Pacific/Spokane, Portland & Seattle Ry. The blueprint comes postpaid, rolled in a sturdy tube, for $7.75. Black line on white background or in sepia version, $14.25. Send check or money order to PNC, Sales Dept., Room 1, Union Station, Portland, Ore. 97209.

Hugh Wilmoth, Box 1419, Bonaventure Station, Montreal 114, P.Q., Canada

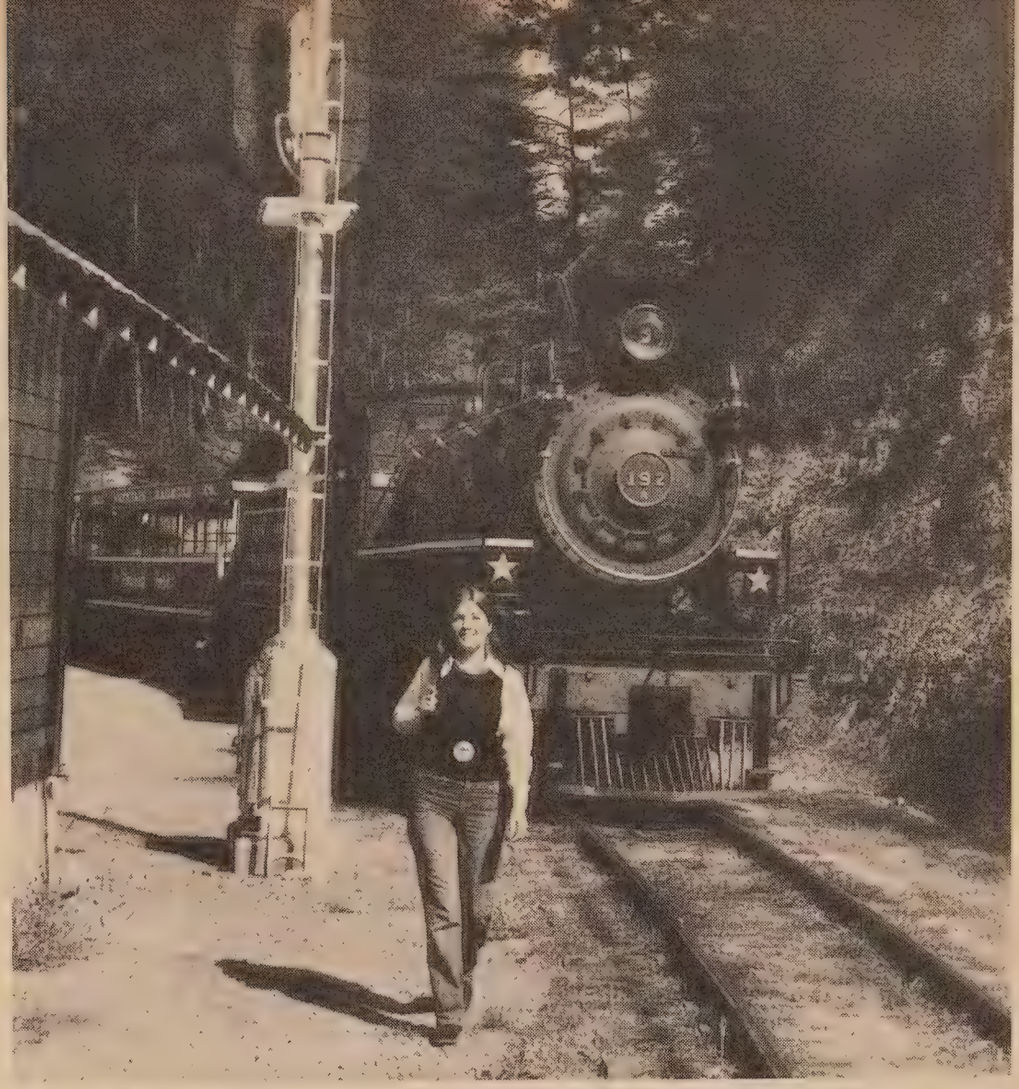
E.M. Frimbo (Rogers E.M. Whitaker, left) talks with C.B. Sterzing, Jr., president of Delaware & Hudson (center), and a CP Rail official on inaugural run of D&H's *Adirondack* train at Montreal in August of 1974.



A MICHIGAN rail club that passed its first milestone this past Sept. 28th already has some 150 members and could possibly double that figure before another year rolls around. John Guidinger, vice chairman of the Michigan Assn. of Railroad Passengers, an affiliate of NARP, says the club's aim is to seek the improvement and modernization of rail passenger service through Michigan and the U.S. Their newsletter, *The Wolverine Mainliner,* is issued monthly to members. Regular membership is $5, contributing $10, participating $25, sponsor $50, sustaining 4100, and life $500. General meetings are held monthly in different cities and towns in the state, as announced in the newsletter. Executive sessions are held monthly, or as called, in Detroit. Chairman John DeLora is glad to give out info on the club. Contact him at MARP, P.O. Box 6901, Grosse Pointe, Mich. 48236.

DICK ALLEN, former officer in NRHS's Susquehanna Valley Chapter and currently a trainman and official photographer for the Delaware & Hudson, is very much in demand traveling through the Northeast, visiting railfan clubs with the D&H story in pix and text. His charming wife, Sherry, is a member of the SV, so says the Hartford Div. of RRE newsletter *The Green-Board.*

THE ANNUAL State Fair at Dallas, Texas, is always a big time. Last autumn was no exception. As usual, the Southwest Railroad Historical Society and its Age of Steam Museum was one of the popular spots. Roland B. Peterson's quaint Switchman's Corner, with interesting railroadiana, likewise proved a drawing card. There were also exhibits valued over $100,000 of live steam locos, historical Civil War trains, and all model scales of locos, cars, etc., sponsored by Model RR Industry Assn. Tireless in making this part of the Fair a success was Mrs. Bobbye Hall, a leader in model railroad field and owner of Hall's Hobby House in Dallas.



"Hey, Wendy, somebody's following you!" Actually, "Big John," Iron Mountain R.R. 2-8-2, was parked ready to haul the next load at Goldrush Jct. in Pigeon Forge, Tenn., which included 18-year-old Wendy Hunnicutt from Sterling, Mich., on this sunny day in October, 1971.

William T. Morgan, AG2 OA Div. U.S.S. Saratoga, CV-60 FPO New York 09501

During the October 19, '74 excursion between Wilkes-Barre, Pa., and Oneonta, N.Y., over the Delware & Hudson, several members of the Susquehanna Valley Chapter, NRHS, set up ham radio station WT3DHR, after getting special permission, to call "hams" direct from train's baggage car. We see Rev. Ivan Harris and Steve Friedman at work.

Susquehanna Valley Chapter, NRHS

First southbound *Coast Starlight* with new Amtrak SDP 40 F's changes engine crews at Western Pacific's famous Keddie wye in California's famed Feather River Canyon, on the 28th of November, 1974.

Chris W. Skow, P.O. Box 312, Portola, Calif. 96122

Smoke and Steam

C. W. Burns photo from collection of John B. Corns, 226 Locke N.W., Massillon, Ohio 44646

Wheeling & Lake Erie 2-6-6-2 No. 8002 southbound through Canton, Ohio, in 1937. The class I-3 Mallet is on the headend of train 170 and has just crossed the mainline of the Pennsylvania Railroad at Wandle tower.

THE SWITCH LIST

All ads in this section cost 15¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017.

FOR SALE to highest bidder, 227 public timetables, 41 different lines. Also Trains, Railway Progress, Railroad Magazines 1942-66, and books on trains. SSE for list—Frank Valentine, 2821 E. Wallings Rd., Brecksville, Ohio 44141.

I WANT to buy Colorado Midland lantern or timetable, any year. Also want Colorado silver passes and brass lanterns.—Dr. Prokes, 7850 South Kenneth, Chicago, Ill. 60652.

CANADIAN steam photos, actions, stills, CN, CP, TH&B, NAR, PGE, ONR, many short lines. 40-page list and sample 8x10 for $2. Write Dick George, RR #1, Waubaushene, Ont., Canada.

WORLD OF SOUTH AMERICAN STEAM, new, from Roy Christian and Ken Mills, color covers, 136 pages, over 200 photos. Seen in action: 1876 BLW 4-4-0, BLW 2-6-6-0T, the last 4-8-4s on the continent. Send $7.95 for softbound, $10.95 hardbound, to Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003. (Californians, add 6% sales tax.)

BURLINGTON NORTHERN photos: diesels, cabooses, passenger cars, work equipment. List includes NP, GN, CP&Q in original numbers as well as renumbered equipment in old colors from all the pre-merger roads; send 10¢ for list to Lee Hastman, P.O. Box 97, Morton Grove, Ill. 60053.

COLOR SLIDES of diesel and steam locomotives, large assortment covering all class 1 railroads and many short lines. Also black and white action photos. Sample and catalog, 35¢—Midwest Photo, Box 13801, St. Louis, Mo. 63147.

SETH BRAMSON, 8035 Cecil, Miami Beach, Fla, 33141, buys, trades for anything FEC or predecessors, anything Fla. Buys rail, trolleyana in quantity. Sells selected items; fills wants lists.

CHICAGO & NORTH WESTERN RR. historical memorabilia wanted.—Alden Miller, 3212 34th Ave. South, Minneapolis, Minn. 55406.

FOR SALE: railroad emblem watch fobs in colored porcelain, only $2.50 each. Have over 60 different. Send 10¢ for free list. Also have bolo ties and belt buckles.—Hoover's, 120B Fruit, Peru, Ill. 61354.

I WANT ANYTHING on the Duluth, Winnipeg & Pacific or its predecessors like the Duluth, Rainy Lake & Winnipeg. Working on book. Also interested in KO&G, MV, OCA&A. Also pre-merger only CP&Q, C&S, FW&D, WV. Will buy or trade Burlington Lines steam and diesels negs, pub. and emp. tts., passes. List completely what you have. If you desire to trade, send SSE.—Jim Seacrest, 2101 Birchwood, North Platte, Neb. 69101.

DIESEL SLIDES. Aug. '74 catalog with over 3300 listings of locos from class 1's, short lines, and industrials; 75¢ for catalog and sample.—Porreca, Box 22, Boulder, Colo. 80302.

ROGER ARCARA, 1432 Leland Ave., Bronx, N.Y. 10406, sells reconditioned cameras, sizes 120-620, 116-616, for large oblong negs.; details free.

DENVER & RIO GRANDE WESTERN wall poster, 19x29″, tricolor: orange lettering, blue sky, black border, $1.98 plus 50¢ postage and handling.—RR. Posters, Box 6113, Denver, Colo. 80206.

VISITING CANADA? "Locomotive Directory, Southern Ontario," locates all power depots and yards, Windsor to Ottawa. $1 from Holland, 1201-129, Bold St., Hamilton, Ont., Canada, L8P 4R1.

ROUTE OF PHOEBE SNOW: A story of the Lackawanna by Sheldon King, 173 pages, 200 photos, 4 maps, timetables, rosters, $15. (N.Y. residents add 7% tax, please) to Whitehall Mail Service, 109 East First Street, Elmira, N.Y. 14901.

WANTED: RAILROAD MAGAZINES, Dec. 1929 thru June 1932 and Oct. 1932. Timetables and railroadiana, pre-1930 UP, OSL, C&NW, FE&MV, CB&Q, B&MRR, C&S. State your prices.—James L. Ehernberger, P.O. Box 265, Cheyenne, Wyo. 82001.

FOR SALE: train orders, employee and public timetables, baggage checks, freight waybills, express, telegraph, passenger, Pullman forms, all descriptions—Conrad Lecompte, RFD #3, Brandon, Vt. 05733.

SYLVANIA CENTRAL oil painting, $150. Color slide and 4x5 print furnished, with complete description, $1, refundable on purchase.— Thomas W. Solomon, 103 West Church Street, Headland, Ala. 35345.

W.C. ROBERTS, 4108 Bagdad, Medina, Ohio 44256, offers large collection of conductors' passes dated before 1900.

NORTHWESTERN PACIFIC RR map collection reproduced on offset; this collection features a half-dozen early NWP timetable division maps from 1926. A full description of each map and a unique glossy NWP emblem-imprinted cover are included in each package, 8½x14″, bargain price $3.75, postage paid. (Calif. residents, add 6%.)—NBRA, P.O.B. 1268, Novato, Calif. 94947.

WANTED: ANY information, photos, graphic or written material on the D&RG San Juan passenger trains. State source and conditions—Richard Dorman, 8899 Beverly Blvd., Los Angeles, Calif. 90048.

BUY, SELL, or trade railroadiana, including date nails, locks, keys, kerosene switch, and hand lanterns. Sell date nail books.—Atch's 5506 W. 34th St., Amarillo, Texas 79101.

YOUR RAILROAD photos on stamps. Send pcture or negative and $3 for 100 sample photo stamps. Mail to Eric Betancourt, Box 133, Van Brunt, Brooklyn, N.Y. 11215.

MEMORIES of the McCLOUD RIVER RR., stereo LP, capturing sound of McCloud River RR's Prairie #25 along the slopes of Mount Shasta. Good action, excellent sound quality. $5.25, postage paid. (Calif. residents add 6%)—NBRA, P.O.B. 1268, Novato, Calif. 94947.

RAILROAD POTPOURRI, just printed, 80 pages, soft cover, 6x9, 73 pictures, covering a railfan's 40 years of railroad photography, $4 postpaid.—Homer R. Hill, 19 Quimby Lane, Bernardsville, N.J. 07924.

WANTED: almost anything from RR's in Minnesota, Wisconsin, Iowa, the Dakotas, by the Midwest's major collector. Send postcard for want list.—Johnson, Box 2092, Loop Station, Minneapolis, Minn. 55402.

DISPOSING OF PORTION of my large collection, timetables, brochures, etc., mostly Western railroads; includes Colorado Midland and other abandoned lines. Large SSE. Also will sell complete file Trains, Vol. 1, No. 1 to date.—Edward Mahoney, 5418 Ellsworth, Dallas, Texas 75206.

WANTED to buy a gas-powered two-foot-gage mining train, cars, track, switches, etc., in New England area, any condition. Contact Jerry Barlow, Box 87, Lempster Mountain, Washington, N.H. 03280.

WANTED: INFORMATION, movies and photos concerning staged locomotive collisions produced years ago. Also material on the SA&AP.—F.A. Schmidt, 138 Waugh St., San Antonio, Texas 78223.

NEED PHOTOS, 5x7 or larger, of old steam engines in quantities of 50 to 100. Send samples and prices.—Jay's Antiques, Rome, Ohio 44085.

WANTED: TEXACO steam locomotive lubrication recommendation chart. Please send condition and price—Louis Champlin, 57 Harmon Rd. Scotia, N.Y. 12302.

PASSENGER-CARRYING TRAINS, 3½″ to 24″ gages, steam, gas, all types, new, used, custom-built. Photos and brochure, $2.—Currency, 130 County St., Seekonk, Mass. 02771.

WANT TO BUY, or trade railroadiana for, Lake Shore & Michigan Southern postcards or reprints, and Indiana Big Four.—Forrest Simmons, 320 E. Maidson, Goshen, Ind. 46526.

TOP PRICES paid for Colorado n.-g. pix, 1915 to 1935, especially those by Joe Lavelle or Wm. Bissinger. Also interested in Nevada Central.—Dennis O'Berry, 3430 Wisconsin St., Oakland, Calif. 94602.

INTO TROLLEYS? Send 30¢ for sample b&w photo and list TBW.—Traction Photographs, 1227 North Formosa Ave., Los Angeles, Calif. 90046.

COMBING THE NATION for timetables, top prices; try us first.—Antique Timecard Acquisitors, 120 Gulfview, Ft. Myers Beach, Fla. 33931.

WANTED: SF Muni Ry. or Market St. RR. rulebook, Calif. Street Cable RR. transfers/tickets—Chas. Albi, 460 S. Marion, Denver, Colo. 80209.

TRACTION and RAILROAD BOOKS, like new, over fifty of one kind. Send SSE for list.—The Car Barn, 2557 S. Parkview Drive, Norristown, Pa. 19401.

INSULATORS from Ohio railroad lines. Assortment (10) $20. Deposit $10, balance COD insured.—Jay's Antiques, U.S. 6 at the tracks, RD 2, Rome, Ohio 44085.

A.T. HENNEK, 308 West Ferndale Rd., Wayzata, Minn. 55391. Sells Kodachrome original and duplicate slides of MN&S, SOO, BN, others. Send 50¢ in stamps for sample and list.

SELLING POOR'S 1900 MANUAL, $45; Moody's 1947 Steam, $25; Psgr. E.F. Loco. Operating Manual, $8; Hear the Train Blow, Beebe, 1st edition, $20; also have public and employee timetables.—Fritz Primus, 2000 Abbott Ave., Alamagordo, N.M. 88310.

FOR SALE: RR. lanterns, keys, locks, timetables, cap badges, china, silverware, Send 50¢ for monthly list.—George Ballard, P.O. Box 41, Princeton, Ind. 47670.

RUN YOUR OWN RAILROAD! Ride a 7½″-gage R.R. around 10 beautifully forested acres. Complete with a mile of track, bridges, cars, engines, and train yard. Secluded 6-rm. home with a large fireplace, 20 miles north of Allentown, Pa., $57,500.-SEIP Realty, RD 3, Nazareth, Pa. 18042, 1-215-759-0834.

WANTED: the following N&W Employee Magazines: 1943—Feb., Sept., Oct., Nov., Dec.; 1944—Dec.; 1948—May, June, Aug., Sept., Oct., Nov.; 1950—July; 1953—June; 1959—Nov. Name your price. Contact Ralph Coleman, P.O. Box 6535, Portsmouth, Va. 23702.

WANTED: photos or slides of passenger car-servicing facilities: mail, express, baggage; coach yards; commissaries; Pullman facilities; repair tracks; to illustrate NW RA clinic.—Robert Clark, 961 Los Molinos Way, Sacramento, Calif. 95825.

NICKLE PLATE ROAD 759 in baked enamal color as tie tac or tie clasp, $2.25. SSE size 10 env. for list of other available items.—Transportation Jewelry, Box 214, Fall River, Mass. 02724.

RAILROAD MAGAZINE for sale, Sept., Dec. 1969 through 1974. All are in excellent condition. Highest offer over $75.—W.B. Griffin, 406 Security Trust Bldg., Lexington, Ky. 40507.

RESEARCHING national locomotive works (Smith & Dawson, Dawson & Baily, W.H. Baily & Co.), Connellsville, Pa. 1871-'78. Need any information or photos on company and products. Prompt reply.—Robert Brendel, 40 W. Wayne St., Waynesburg, Pa. 15370.

MOTIVE POWER OF THE UNION PACIFIC (Kratville and Ranks), 1958. Selling a few rare books in new condition. Bids must be received by 2/28/75.—D. Short, 213 Alberon Drive, Park Ridge, N.J. 07656.

OHIO TROLLEY TRAILS, the 152-page best-seller, written by Harry Christiansen, 70,000 words, 420 pictures, and 19 maps, has been reduced from $6.95 to $3.50. Send check to Transit House, Box 3004, Erie, Pa. 16508, for prompt delivery. Special price for 10 or more copies; add 40¢ for cost of mailing and handling.

OLD RADIO programs on cassettes or reels. Your favorite shows return. We have thousands of programs to choose from: Amos and Andy, Fred Allen, I love a Mystery, Inner Sanctum, Sherlock Holmes, etc. Send 50¢ to Remember Radio Inc., Box 2513U, Norman, Okla. 73069, for our catalog.

STEREO CASSETTES: 4-8-4 steam engine #2102 at her best. Not on-train recordings, buy arrivals, departures, pacing, and run-bys. "#2102 in the Northeast" on the D&H, EL, P&S, 1973, 1974, and all different "#2102 on the Pittsburg & Shawmut," 1973, 1974. One hour each, $6.95 postpaid; $12.95 for both. (N.J. residents, add 5% tax.)—Menkel Sounds, P.O. Box 195, Rutherford, N.J. 07070.

STEAM locomotive bell (brass), complete with yoke, hammer (clapper), and crank-arm, for sale. Manually operated, very good condition. FOP Yonkers, N.Y. Make offer.—Richard Marks, 2 Sudbury Drive, Yonkeers, N.Y. 10710.

TRANSFERS. WILL buy, sell, or trade U.S. and Canadian trolley, bus, and rapid transit transfers.—Harold Pinsker 620-14 Baychester Ave., Bronx, N.Y. 10475.

RAILROAD ANTIQUES: Timetables, lanterns, switch keys, etc. Send legal-size self-addressed twenty-cent stamped envelope for list. Ray's Antique and Railroad Shop, 11745 Southwest Lanewood, Portland, Ore. 97225.

PORTUGUESE STEAM and Trolley Extravaganza! May 6-16, 1975. Celebrate centennial of railways in northern Portugal with chartered antique steam trains. Ride narrow-gauge steam on scenic mountain lines and chartered trolleys in Lisbon, Sintra, Coimbra, Oporto. First-class hotels in Lisbon and Oporto with most meals provided, transfers and taxes included. $500.00 per person, double occupancy, subject to inflationary increase. Write Portugal Tour, Branford Trolley Museum, 18 Garden Court, Huntington, N.Y. 11743.

HEADLIGHTS, Pyle/National, cast aluminum body, door, complete with glass reflector, 14¾" lens, very good condition; from SIRT Ry. Co., formerly B&O. Make offer.—Richard Marks, 2 Sudbury Drive, Yonkers, N.Y. 10710.

BATH & HAMMONDSPORT RAILROAD, Narrow gauge, 1875, with Keuka Lake Steamers, book, 228 pages, $4.50; also Fonda, Johnstown & Gloversville Railroad & Trolleys, 8½x11 book, $4.95. Railroad and Trains magazines, 1972-'74; R.R. Model craftsman, 35¢ each.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

RAILS: The Western Railroad Historical Society Bulletin No. 1, with articles and photos. Only $2.50 check or money order from Joseph Bispo, 4216 S. Fruit Ave., Fresno, Calif. 93706.

EARL VAUGHN, 519 Pine St., Alexandria, La. 71301, has for sale steam whistles of various sizes, also oil lubricators, and oilers. Send SSE for list.

VOLUME 2, "ERIE RAILROAD: A Pictorial Review," 100-page, 8½x11, soft cover, plastic-bound book, now ready for immediate shipment. Fine steam train pictures, rare Delaware & Jefferson Div. employes timetable reproduced in its entirety, old station, train, right-of-way scenes along New York & Greenwood Lake, and a story about the inaugural train May 14, 1851, and August, 1876, Lehigh Valley RR-Erie thru timetable are only some of the fine material you will enjoy in this book. Only $5 per copy, postpaid.

Volume 1, Erie Railroad, still available, with its June 1, 1876, complete timetable, complete employes timetable of Wyoming Division and branches, 1929 complete roster of all equipment, plus numerous rare postcard station, train, right-of-way scenes. Also only $5 copy, postpaid. These two books are definitely a must for all Erie Railroad fans. For New York Central & Hudson River RR and Delaware & Hudson Railroad fans, some copies of "Adirondack Vistas" are still available with rare timetables, postcards, information on predecessor lines in the Adirondack region of New York State, at only $5 copy, postpaid. Contains many old maps and timetables of the area.

For Jersey Central, Reading, and Mauch Chunk Switchback fans we have a Pictorial Review of these 3 lines available also at $5 copy, with fine train, station, right-of-way scenes, and old timetables, including a series of pictures on the LV-CNJ tead-on collision at Laurel Run, Pa., with locomotives. Lastly, for Philadelphia & Reading Ry. public timetable collectors we have "Reading Lines: A Pictorial Review," with a listing and reproductions of all the old Reading timetables, main line and branch lines, as well as rare old train, station, right-of-way scenes, also at only $5, postpaid. All 5 books only $25 for the complete set.

Just send check or money order for book or books you want to Ed Gardner, 22 Garden Ave., Mountain Top, Pa. 18707, for immediate shipment postpaid via book rate, fourth class mail. Other books coming. Watch for ads in Switch lists. •

For 75 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

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RAILWAY MAGAZINE
DORSET HOUSE,
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LONDON, S.E.I. ENGLAND

Coming Events

(No charge for listing in this section)

Feb. 15-16: East Broad Top Winter Spectacular by Railways to Yesterday at Orbisonia, Pa. Double-headed narrow-gage steam trains: freight, passenger, and mixed. Five trolleys operating on standard-gage Shade Gap branch. Railroadiana auction. Info from S. Shook, 160 Andover, Wilkes-Barre, Pa. 18702.

Feb. 15: all-day reserved-seat steam round trip behind UP's 8444 from Denver, to Laramie highlighted by RPO on special train with cachets for sale honoring 30th anniversary of loco from Intermountain Chapter, NRHS. Lv. Denver 7:30 a.m., return about 6:45 p.m. Stop planned at Greeley, Colo. Adults, Denver, $27, kids $22; adults, Greeley, $26, kids $21. Contact Kenton Forrest, Intermountain Chapter, Box 5181, Terminal Annex, Denver, Colo. 80217, or Tom Daniels, Colorado Midland Chapter, NRHS, Box 9161, Colorado Springs, Colo. 80909, or Bob Richardson, Colo. RR Museum, Box 641, Golden, Colo. 80401.

Feb. 16: Toy Train Operating Society "snowball meet," Gratwick Hose Co., 110 Ward St., North Tonawanda, N.Y.; buy, sell, swap models, toys, 10 a.m.-4 p.m., $2; public invited.

April 12-13: Spring excursion special over Black River & Western, Flemington to Lambertville, N.J., round trip behind BR&W 2-8-0 No. 60. Lv. Flemington 10 a.m., return about 4 p.m.; adults $7.95, kids $5.95. Send SSE for flyer to trip committee, BR&W, P.O. Box 83, Ringoes, N.J. 08551.

April 25, 26, 27: Niagara Frontier Region, NMRA, spring convention at Niagara Falls, Ont. Details from Len Frampton,704 Woodington Rd., Niagara Falls, Ont., Canada.

April 26: New York Region, Timetable Collectors Assn. meeting, railroadiana for sale or swap; 9 a.m.-5 p.m., Holiday Inn, La Guardia Airport, Jackson Heights, New York City. Infor from Robt. Epstein, 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

May 3-4: Fourth Annual Rail Buff's Assn. Electric 'n Steam Convention, Newark, N.J. Pine Creek RR, PATH trips, banquet. Details from Robt. Epstein, (president), 117-14 Union Turnpike, Kew Gardens, N.Y. 11415.

May 3-4: Steamtown's Second Annual Railfans Weekend features ex-CP's 4-6-2's, Nos. 1246, 1278; New Haven Trap Rock Co. 0-4-0T No. 43 under steam. Fireless cooker 0-6-0 also may run. Doubleheaders, locos, equipment, turntable loco pix, many photo run-bys at seldom-used spots; movies, lectures on steam power, raffle for cab rides; reservations limited, $27. Contact Steamtown Foundation, P.O. Box 71, Bellows Falls, Vt. 05101, or call 802 463-3937. •

Roster Corrections

OUR Lehigh Valley roster (Dec. 74) had a few typesetter's errors. Units 102-103 should have followed unit 101. The tractive effort of 124 and 125 (2nd) should be 76, 410. The listing following that for 211 (2nd) should be for 212 (1st); 213-214. The model of 510-529 should be (F3A) + (F3B). The model of 530-549 should be (FA-1) + (FB-1). The model of 560-567, 568-572, 574 should be (F7A) + (F7B). The model of 580-584, 586, 588 should be (FA-2) + (FB-2). The wheel arrangement of all these units should be (B-B) +(B-B.

Note 1 should read: 110-112 (1st) were renumbered 50-51; 60 (1st); then 50-52. These units were sold to Rochester Iron & Steel Co. Note 16 should read: 140-148 were originally classed DS-6, then BS-10. 141 (1st) was renumbered 148 (2nd); 148 (1st) was renumbered 141 (2nd). 143, 145-147, 148 (2nd) were sold to GM-EMD and scrapped (4/72, 4/72, 4/72, 4/72, 12/72). 144 was sold to Precision Engineering and scrapped (6/69). —Sy Reich •

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